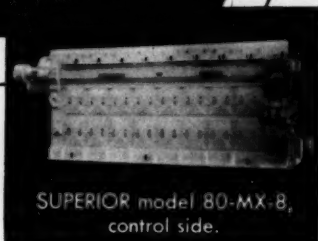


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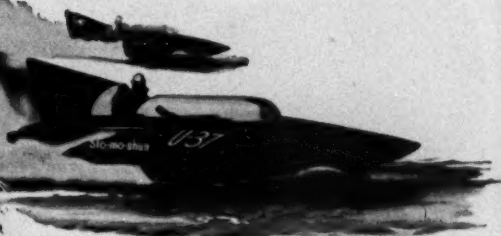


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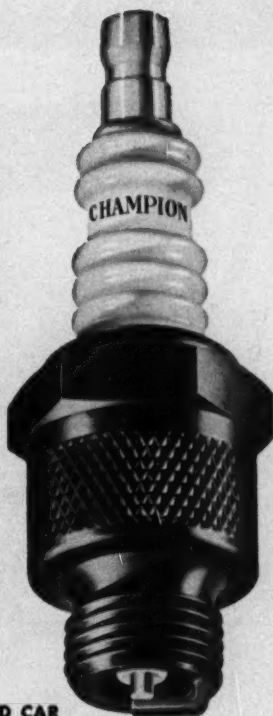
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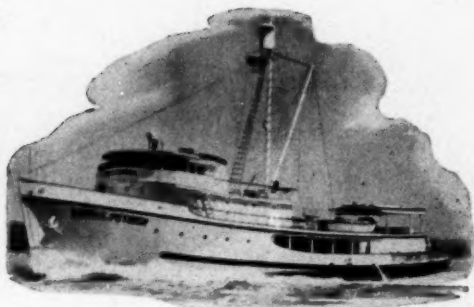
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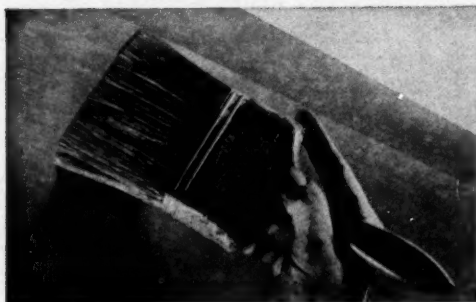
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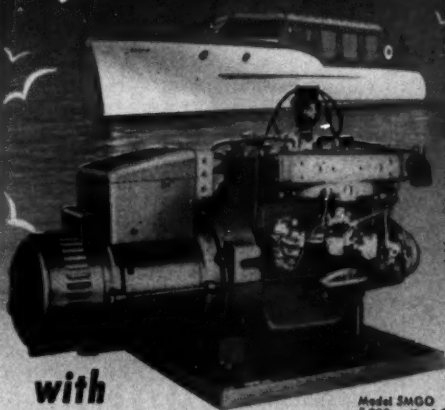
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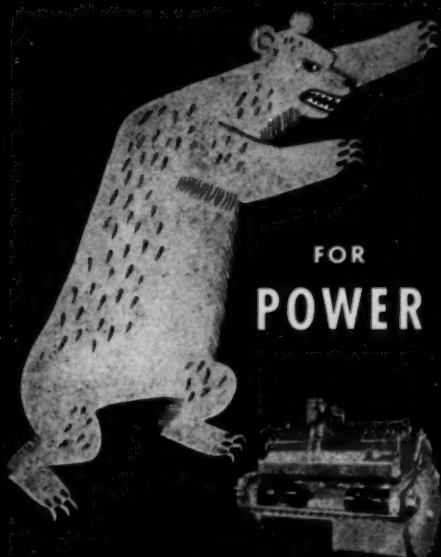
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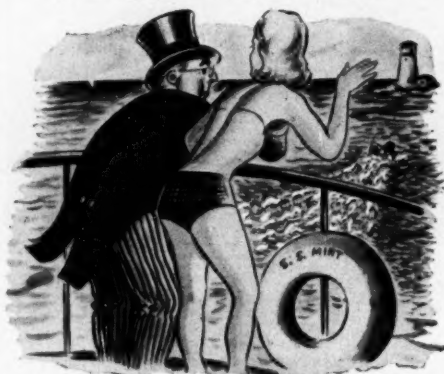
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# PACIFIC MOTOR BOAT

A MILLER FREEMAN PUBLICATION

OCTOBER, 1951

Vol. 43

No. 11



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## IN THIS ISSUE

On the Trail of "Mr. Bigfoot".....	11
Newport's Race Week.....	15
The Seafair Trophy Race.....	17
Meyer Wins PMB Trophy Race.....	18
Harmsworth Challenge Due in '52.....	21
The SCYA-PCYA Championship Regatta.....	22
Peoples Repeats as Flattie Champion.....	24
Long Beach Inboard Regatta.....	25
Pacific Anglers Compete for Albacore.....	27
Plans—	
Racy 17-Foot Runabout.....	31
27-Foot Sportfishing Cruiser.....	33
58-Foot Offshore Diesel Boat.....	34

## The Cover—"Antiqua"

Harold Ramser's "Gold Coast" Race winner boils along before a fresh westerly off Balboa. Shown also are the PCC's, George Kettenburg's "Eulalie" and E. G. Gould's "Ballerina."

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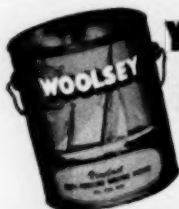
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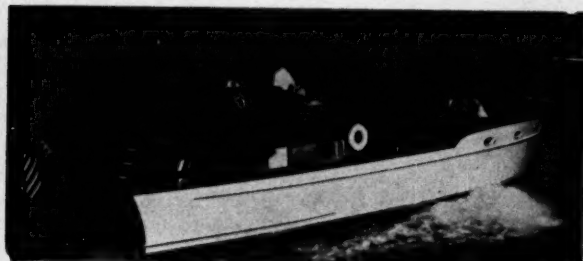
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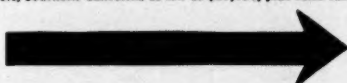
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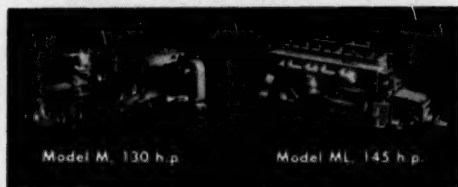


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**in SPOKANE**

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# On the Trail of "Mr. Bigfoot"--

**"Pixie" again cruises North**

**—this time in quest of**

**footsteps of the Indian**

**God, Ahe - Thlat - Thu - Sh**

**O**VER the air waves came the call ... "The Pixie, WB7335, calling John Bohle at West Vancouver ... calling, calling ..."

The message? The Pixie was cruising from Nanaimo on June 17 in search of the Giant's footsteps. Could I join the party to record the trip?

Could I? Recollections of the cruiser's sleek lines and comfortable cabins, her peerless crew and the good times when we cruised around Vancouver Island and to the Queen Charlottes flashed before my eyes (See November, 1949, and October, 1950, issue of PMB.)

"I'll be there," I said, without hesitation.

As I left the phone my mind was striving to recall the details of the Giant's footsteps as told to us last year by Chief Frank Assu of the Kwakiutls.

The right footstep is in Heydon Bay on Loughborough Inlet and the left rests in the solid rock of the Inlet of Miracles. In this inlet the

tide ever runs in, but the current always runs out; the winds blow in both directions at once. Here lived the hooknosed Thunderbird people, near to the home of the over-size grizzly bears. Close to the Falls of the Rainbow was the left foot track of the Giant, Ahe-Thlat-Thu-Sh.

The white man named the inlet Knights Inlet. There we were bound.

Saturday, June 16, found me Nanaimo-bound aboard the C.P.R. steamer *Princess Marguerite* to spot the Pixie, all forty gleaming feet of her, tied up at the B.&A. Oil dock near the ferry landing. Making a beeline for her, I was shortly greet-

ed by Harvey (Chief Wrinkle Belly) Jordan of St. Helens, Oregon; First Mate Earl Cooper, and found Chief Engineer Bill Hannah tuning up Thunderbird, our 200 hp. General Motors diesel.

Nora Jordan and Mary Cooper were to drive up and join us that afternoon, with Spud Murphy, the fifth member of our party.

At Harvey's suggestion we purchased some plaster of Paris to make an impression of the Giant's foot track.

An urgent message was received requiring Earl Cooper's presence at home on business, and he and Mary left by car with last minute plans to rejoin us at Campbell River on Tuesday.



Gillnetters at Ahnault River Mouth. Glacier Mountain to the left and Twin Falls at the right.

**by John Bohle**



**Pixie noses ashore in the shadow of the Malaspina Galleries on Gabriola Island. Erosion of the sandstone has resulted in the fantastic overhang.**

With a heavy Westerly blowing in Georgia Straits, the *Pixie* laid over at Nanaimo, sailing early Tuesday morning.

A nasty sea developed outside and the *Pixie* took 11 hours bucking tide and wind, arriving at the boat harbor at Campbell River at 4 o'clock in the afternoon.

Here Spud Murphy hung out his chuckleboard. Seems Spud is a professional entertainer in his spare time and every morning we could look forward to new rhymes and jokes.

Perhaps a word of the *Pixie* crew would not be amiss.

Harvey Jordan, our skipper, is an old hand at sea, having run a canoe and outboard from Alert Bay to Vancouver in the 'thirties. Genial, expert navigator and gourmand, his chief worry is an increasing girth, blamed mostly on "that damned galley range."

Earl Cooper first met Harvey when both were driving mules on their fathers' homesteads in Oregon. They chummed together through schooldays and teamed up to take a wild rowboat ride through the Snake River in Oregon. Earl is a keen fisherman and is famous for his deer hunting.

Nora Jordan shares with Harvey the credit for the hominess and hospitality of the *Pixie*. She attracts

bouquets of flowers wherever the *Pixie* stops and, when our fishermen fail, has been known to catch a large halibut, complete with fisherman, in a five-minute stroll down a wharf.

Her pixie-like personality and masterly galley technique made for happy hours aboard at all times. Ashore she owns a real estate concern.

Mary Cooper is the glamour girl of the party. When she talks so endearingly of "the twins" it takes a lot of convincing proof before anyone will believe she means grandchildren.

Then there is lucky me, former sawmill man, newspaper reporter, with a yen for travel and to meet people.

Thunderbird's starting growl at 4:30 a.m. wakened us as Harvey sailed to catch the tide at Seymour Narrows. Wind and waves abated as we sailed north and hopes of all aboard were high as we neared Knight Inlet through the lower entrance around Cracroft Island. The passage through Havannah and Chatham Channels is narrow and rocky, but safe at high tides.

We tied up at the floats at Minstrel Island to refuel and restock the already groaning larder with fresh milk, vegetables and meat. We sailed at 3 p.m., arriving at Glendale Cove at 4 o'clock.

An abandoned cannery nestles against the mountain on the far shore of the bay with excellent moorage to floats behind log boom sticks.

The bumpers out and the *Pixie* secured, we were off to find the Giant's foot track—to the left of the cannery and 25 feet from shore, my recollection state. Dense salal, salmonberry bushes and scrub timber crowd the rocky shoreline. Ground dogwood and other flowers covered the open spaces. But no footstep...

Harvey thought the directions were for behind the cannery. A talk with natives on a nearby commercial craft brought forward the suggestion that Joe Camannah, an old-time native living ashore, perhaps would know!

"Yes, I've lived here 40 years," said the pleasant faced native, but he did not know the location. "James Stanton, a guide of half a century standing, lives at the head of the inlet. Maybe he would know, or you could hunt for it..."

But no foot tracks rewarded our search.

At noon the next day we gave up and set sail for the head of the inlet and James Stanton. We found Rainbow Falls spectacular, even without the promised rainbow. A herd of seals, including young, bobbed about the *Pixie*.

Rounding the next bend, highfalling Twin Falls came into sight, and shortly after, Glacier Mountain. Forty feet of ice rest under forest and bush-grown slopes, a fisherman told us. Snow gullies and icy streams criss-cross the face of the mountain.

Gillnetters were fishing in Glacier Bay and Cooper and Murphy broke out their salmon tackle.

The yellow milky water gave them no bites, and we were later informed to troll deep. Top water tarnishes spoons while a clean spoon indicates salt water.

The rest of us went trigger happy on the cameras.

We continued up the inlet, finding the waters strewn with flotsam and debris. We arrived at Dutchmans Head about 5:30 and tied up to a logging float, the limit of navigation without a pilot.

Skipper Jordan and myself piled into Pixie, our dinghy, to interview the noted guide.

Wiry, soft-spoken James Stanton met us at the water's edge and escorted us to a hunter's dream cabin set among the tall trees. He warned us of two reefs abeam the cabin and of the 20-foot tides that left the flats aground at low tide.

Mrs. Stanton greeted us and, while we talked, a squirrel capered down the fireplace chimney and gathered some crumbs from the floor. In back of the cabin, poles and fish nets guarded the kitchen garden from tame deer. Two grizzly bear cubs, once their pets, had been sent to zoos.

Do I believe in Indian legends? Well, not until 20 years ago. The

Indians had claimed that before the coming of the white man they had sailed their canoes in either direction at will," Stanton said.

This he had disbelieved until almost wind-bound on one side he had humored his wife and crossed over. On the far side the wind was blowing in the opposite direction!

Giant footsteps? No, he had not found any, but 14-inch bear tracks were found by the great Canadian Alpinist, Don Munday, in a crevasse behind the glacier that extended for 143 square miles, a day's journey inland. But live grizzlies made just as large ones today, he stated.

Stanton owns a specially-built river punt powered with a 25 hp. outboard motor with which he navigates the Klina-Klina River with hunting parties.

Taken back to his river running days Harvey engaged him to take a run up the river in the morning.

The river expedition got under way about 5:30 a.m. Shortly after, the wind stopped and a cloud of huge horseflies descended on the Pixie.

Harvey and Nora returned about noon, reporting a run of ten miles up the swift river. They had passed Boardman's logging camp, where six sections of logs had been scrambled by a flash flood the previous week. The glacier had dammed up the river and on the jam breaking, the lowlands had flooded, accounting for the debris-covered waters.

At one point they had to anchor and the high current threatened to swamp the craft. After lunch on a sand and debris filled island they

had made the return voyage in a matter of minutes.

Rendered nearly frantic with the flies, a hurried "good-bye" was said to Stanton and we cast off. All turned to in order to eliminate the menace. A half-hour later the swarm left and the Pixie returned to normal.

We moored for the night at a fishermen's net float at the mouth of the Ahanuiti River. The setting sun shone on Twin Falls and Glacier Mountain across the bay. Unforgettable . . .

The river out-run at low tide was so strong we pumped our fresh water tanks full from overside. Trout fishermen had no luck although fishermen tied to a neighboring float reported fish were there.

We left the float at 10 o'clock, keeping a sharp outlook for a hand-logging crew who had promised us at Glendale Cove a feed of prawns.

Hank Gerbrandt hailed us from their gas boat on the north shore past Glendale and we nosed into a cleft in the mountain to find the tiny raft and cabin windbound. They were on the move.

A bucket of cleaned prawns were sent aboard and George and Gladys Gerbrandt, with charming 4-year-old Eric, visited us. A game of Canasta lasted until midnight.

In the morning we harnessed Thunderbird's power to the raft and two hours later the camp was moored in a narrow bay at the hand logging show. More prawns were promised if we would return.

We cruised to Glendale Cove, mooring at the closed logging camp of the Hammond Cedar Co. Mr.



Cruising with the Pixie—Left, snowclad mountains hem in Pixie as she ties up to loggers' float at Dutchman's Head, end of navigation on Knight Inlet. The Klina Klina River comes in at the right background. Right, the small boat basin and floats at Campbell River. Pixie is third from far end of center float.



Fun and fishing—Left, "Spud" Murphy corners Galley Gal Mary Cooper on the sundeck. The scene is Johnstone Strait. Right, "Dear Hunter" Murphy with a mess of Brown River trout taken near Glendale, B. C.

Anderson, a kindly and efficient watchman, made us welcome at the wharf, directed us as to trout fishing and loaned us a crab net.

Twelve large crabs were caught in this quonset hut-shaped net that afternoon while not a single one ventured into Harvey's special collapsible model. Overnight five were caught in the collapsible to our gratification.

Meantime fishermen Cooper and Murphy went ashore. They found an excellent hard graveled road to Brown's Lake, about two miles up the valley, and fished the stream down. In two hours they had their limit.

The Pirie's refrigerator now groaned under an overload of trout, prawns and crabs. Nora spice pickled some of the prawns for a new taste sensation.

The Nickenus of Seattle came in and tied up astern. After making our acquaintance they lowered their crab net and took off for the moorings at the cannery.

In the morning we landed Murphy for a last crack at Brown River trout and after a short visit aboard the Nickenus and at the store, took off for Gerbrandt's. Another bucket of prawns awaited us and, after a farewell visit to Rainbow Falls, we returned to the wharf.

Mr. Anderson came down with a present of some rock salt and a loaf of his wife's special homemade bread. Delicious. While awaiting Murphy we were told of gillnet catches across the bay of 800 fish and other fishing stories by Mr. Anderson.

A stiff wind was blowing and we

delayed our departure for Minstrel until morning. Meanwhile Murphy came back aboard with another limit catch, including three whoppers.

We left at 6 the next morning, passing Minstrel Island and heading down Johnstone Strait with a strong tail wind. We arrived at Seymour Narrows two hours after high slack, but with a short spurt at 12 knots from Thunderbird negotiated the Narrows without difficulty.

We pulled into Quathiaski Cove for fuel and water. I asked the attendant if Chief Frank Assu was still sailing out of the cove and was told he was in the store right now. Ashore went this scribe post haste in search of him.

A few minutes later the genial chief was aboard the Pirie regaling us with stories of Ahe-Thlat-Tu-Sh (the restorer), tracing his footsteps from Cape Scott, Nawhitti River, Adams River, Salmon River and Rock Bay.

The Giant and his footsteps came to life with his impassioned legends. When we parted he promised to take some photographs for us this summer. The one we had searched for was farther up Knight Inlet.

The remainder of the trip was an anticlimax, with Nanaimo and Vancouver as stops.

Clear in our minds is a memory of Knight Inlet. Fresh water from the many rivers and streams float on the surface making an eternal ocean-going current while the tides underneath push heavy salt water inland. Fish and shell fish of every kind abound. Hospitality of all residents is top quality.

Somewhere on its banks the foot-

steps of Ahe-Thlat-Tu-Sh await the white discoverer.

Maybe next year we will find them. Or you, too, can join the search. Chief Frank Assu's home is now in Campbell River and he will direct you.

The Inlet of Miracles awaits the yachtsman.

## Stock Utilities Race On Mission Bay

For Southern California's stock utility outboard drivers, Labor Day holiday racing centered at DeAnza Cove on man-made Mission Bay in San Diego, Sept. 2. The race was sponsored by the Tri-Allied Speedboat Association, consisting of San Diego, Ventura and Los Angeles outboards. This trio of racing clubs is new and presages a project to organize stock utility outboards into an organization apart from racing classes as represented in such an organization as the Los Angeles Speedboat Association.

Results of the race as reported to *Pacific Motor Boat* the day after the races, when most of the drivers stopped off on return-home to view the inboard races at Long Beach Marine Stadium, September 3, are:

A Hydro, First, Karl Anderson, *Little Star*, Los Angeles; second, Bob Hawley, *No-Mo-Shan*, Costa Mesa; third, Bob Knapp, Pasadena.  
B Hydro, Karl Anderson again; second, Glenn Embree, Sherman Oaks; third, Bob Hawley, again.  
D Hydro, Glenn Embree, again; second, Karl Anderson; third, Ed Craven, *Ravin Craven*, Pasadena.  
A Utility Runabout: Bob Knapp, *Skinhead*; Biff Parker, *Satan's Kid*, Laguna Beach; John Craven, *Ravin Too*, Pasadena.  
B Utility Runabout: Bill Kampke, *Kerplunk*, Pasadena; John Craven, *Ravin Too*; Bob Cheek, *Little Cheek*, Santa Ana.  
C Utility Runabout: Joe DeSousa, *Sashcord*, San Diego; Biff Parker, *Satan's Kid*; George Ranken, *Who Dat*, Huntington Park.  
D Utility Runabout: Jack Llochead, *Rogue*, Santa Ana; Maurice Parker, *Satan*, Laguna Beach; Ed Craven, *Ravin Craven*.



# NEWPORT'S RACE WEEK--

## An Old Affair with Some New Color

**N**EWPORT HARBOR YACHT CLUB'S annual Race Week has, over the years, been rated as about tops among club-sponsored competitive sailing regattas in Southern California. In spite of the number of its normal participants taking part in the Honolulu trek, this year's 14th annual Race Week had over 160 boats racing in the large and small-boat divisions. In the number of large boats racing, Newport Harbor Yacht Club's series came mighty close to matching the Pacific Coast—Southern California Championships.

For the big boats, it was a three-day, three-race series over much the same ocean course that many of them had sailed during the championships a couple of weeks earlier. The weather was light to moderate, the sea was light, and there was little excitement during the first day, Friday.

Interest popped up considerably Saturday morning when, about the time the small boats began assembling, eight sloops racing under the Ocean Racing Rule drifted across a starting line off Newport and headed up the Orange County coastline. A new perpetual trophy had been presented for boats racing under the rule and an early start was required

if the fleet was to finish before sundown. This wasn't, you see, the average ten-mile three-legger. It was a one-lap 33-mile windward-lee-ward course from Newport to the Long Beach harbor breakwater entrance and back.

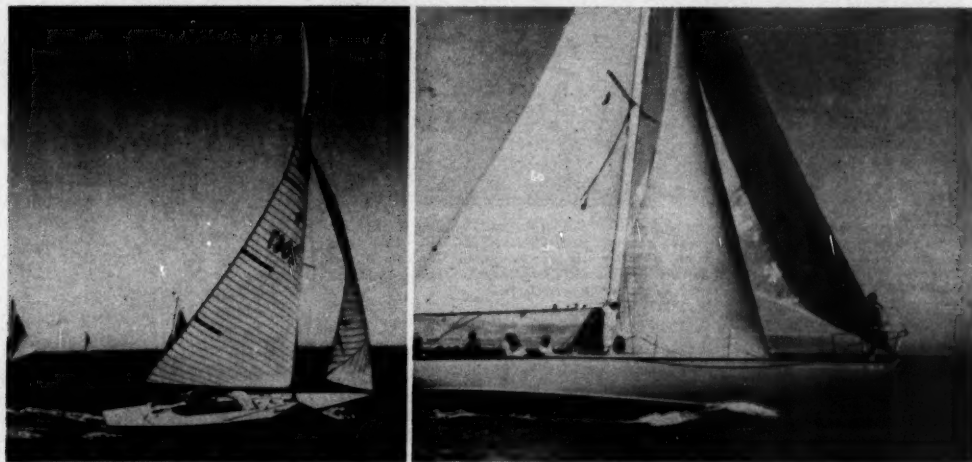
Though the trophy was awarded by the Staff Commodores of the Newport Harbor Yacht Club, it is doubtful that the cup will be known as anything but the "Gold Coast" trophy. For that long up-the-coast, down-the-coast course carried the fleet right past the fabulous Huntington Beach and Bolsa Chica oilfields, the bottoms of many of whose wells were located a mile or more to sea and directly under the keels of the boats as they sailed north. Thus, the "Gold Coast" race. The Yacht clubbers jumped on the Gold Coast bandwagon, and that about made it official.

It was a peach of a race, too. The wind gathered itself together throughout the early afternoon, blew the fog away, and then settled down to 18 to 20 mph business. Bob Allen took Walter Franz' new California 32, *Andale*, over the course like a shot, soundly beating the other 32's on a boat-for-boat basis and even

paceing the big cutter, *Westward* for over two hours. So fast did *Andale* move up-hill that she rounded the breakwater entrance nearly a mile-and-a-half ahead of Commodore Elliott's California 32 champ, *Escapade*. Had she not blown out her spinnaker shortly after she started back for Newport, *Andale* would most certainly have won the trophy. Even so she still beat *Escapade* by several minutes!

But the ocean racing hardware isn't won on a boat-for-boat basis. Saving your time—and even earning a little to boot—is what counts in that sort of company and George Strom sailing H. Ramser's PCC, *Antigua*, had the right combination. Thanks to some nice sailing on his part and some ill-luck aboard *Andale*, Strom grabbed the nice new cup.

Saturday and Sunday the small boats raced off the club. A large contingent of Snipes from nearby Alamitos Bay moved in to boost the class to 24 boats, largest in the regatta. The weather was a bit light in the Bay Saturday as the seven classes of dinghies and small boats bobbed through the first of their three races. Sunday it improved considerably, both for the blue water races out-



Off Newport Harbor. Left, Bill Ficker's Star, *CHASER II*, shown reaching in to the leeward mark, beat the ten other Stars in their three-day series offshore during Race Week. Right, Ken Schmidt's 10-meter *HILARIA*, though losing the "Gold Coast" race to Ramer's PCC, *ANTIGUA*, won the Ocean Racing Rule Cup.



Largest fleet in the Race Week regatta was the 24-foot Snipe crowd, part of which is shown shortly after the start of the last race of the series. Kim Munholland from Aleutian Bay turned the tables on the local skippers by running off with the cup.

side and the small-fry inside. Ken Schmidt with his 10-meter sloop, *Hilaria*, was particularly happy, for the fresh breeze enabled him to get the most out of his enormous spinaker and thereby hold his first-place position against the smaller boats racing against him in the Ocean Racing class.

Social high-light of the week-end was the party thrown by Marshall Neidecker at the Newport Harbor Yacht Club Saturday night for the returning skippers and crews of the Honolulu racers, *Skylark*, *Dragon* and *Staghound*. The over 600 members and guests attending the whing-

ding made it the largest party in the history of Newport Harbor Yacht Club.

Class winners of the Race Week Regatta were:

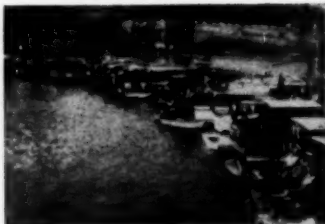
#### OCEAN CLASS BOATS

Ocean Racing: K. Schmidt, *Hilaria*.  
Rhodes: Tommy Thomas, *Nimbus*.  
PC: S. Matholien, *Hussy*.  
Star: Bill Ficker, *Chaser II*.  
110's: William Beate, *Mist*.  
Luders 16: Bob Collins, *Josephine V*.  
Int. 14: Carol Jones, *Fidget*.  
Albatross: Tony Leubersheimer, *Kelco*.

#### SMALL BOAT AND DINGHIES

Lehman: Ed Rutter, *Tigress*.  
Balboa Dinks: Mickey Smith, *Lollipop*.  
Sawbirds: Tom Frost, *Boon*.  
P.14: L. Handbrook, *Leeway*.  
Falcon: P. Bradford, *Harry On*.  
Snipe: Kim Munholland, *Felco II*.  
Lightning: E. Portier, *Anita*.

## 400 JOIN WITH THE COMMODORE



At the Commodore Otto Johnson cruise to Wollochet Bay in August. Tacoma Yacht Club boats anchor together. These two scenes were taken by PACIFIC MOTOR BOAT from a central point in the arc, facing first one direction and then the other. The camera was atop Evert Landon's newly-repowered with GM diesels, *LANDMARK*. Nearly all of the 41 boats attending are in these pictures.

It was a bang-up "the-whole-family" crew which turned out for the Commodore's Cruise of the Tacoma Yacht Club in late August, held in Wollochet Bay honoring Commodore Otto Johnson.

Forty-one cruisers tied up side-by-side at anchor in Wollochet. Wives, children and guests of the

skippers came along in a big group making about 400 in all. With all the dinghies being powered and paddled around Wollochet it was a bustling Sunday. There were a lot of water contests and races, largely for the children rowing dinghies, and there was a whale of a meal on shoreside for everyone—furnished by the Ship-

mates, TYC's women's organization.

Past and future commodores of the TYC served as a committee and a recent Tacoma civic issue, much publicized, served as a mock setting for a grand entrance by Commodore Johnson. He was aboard a staged-up seine skiff and was towed down past the array of anchored cruisers to take his dunking, which is a part of every commodore's visitation to this yearly cruise. Johnson walked the plank. But this time all the past commodores joined in and walked it with him. This 1951 commodore turned out to be one of the top swimmers of all time and some wag billed him as "The Human Cork." It is all a lot of by-play, but highly demonstrative of the comradeship developed in the family cruising affairs becoming ever more popular with Pacific Coast cruising people.

### ELESAID Wins Lipton Trophy In Cowichan Bay Regatta

Puget Sound, lower mainland of British Columbia and most of the yachting centers of Vancouver Island were represented at the annual Labor Day regatta at Cowichan Bay.

The Lipton Trophy, main prize of the two-day event, awarded for the best performance in auxiliary cruisers, was won by Ken Mackenzie of Vancouver, sailing the *Elesaid*.

The big boats from Seattle swept the AA, A and X class races, John Graham in *Maruffa*, G. Erickson of the Corinthian Yacht Club in *Svea*, and Paul Fordyce of Corinthian in *Prelude*, winning in the respective groups.

The powerboat predicted log races were won by Harry Flinn of Victoria in *Dee Ann*, and Don Butt of Maple Bay in *Elvane*, the latter capturing the Maple Bay Yacht Club Challenge Cup.

### Berkeley Has A Lively Day

A lively west wind which persisted at 15 mph all afternoon gave skippers in the annual Berkeley Yacht Club regatta plenty to do last month.

Among the winners were: Star class—Ah Sin; PIC—*Muchacha*; 210—*Highland Brigade*; Teak Lady—*Due Sim*; Acorn—*Eight Ball*; Junior Clipper—*Windy*; Rhodes—*St. Francis III*; Bird—*Robin*; Hurricane—*Hanaloa*; Windward—*Pagan III*; Golden Gate—*Smoothie Too*; Bear—*Wiki*; Division 7—*Ace*; Division 8A—*Volante*; Division 8B—*Bouyant Girl*; Division 9—*Tushia Too*; Division 11—*Xanadu*; Division 14—*Westwind*; Division 15—*Wingding*; Division 17—*Dolphin*.

# World's Fastest Speedboats

The Seafair Trophy Race  
Pacific Motor Boat Trophy Race  
Limited Hydroplane Races  
100-Mile Outboard Marathon  
Pacific Coast Outboard Championships  
Western Division Stock Utility Championships

**T**HE Seafair Trophy Race, staged on Seattle's Lake Washington over a 5-nautical-mile course comparable to the Harmsworth Trophy course, developed into an exhibition race between Stanley Sayres' two *Slo-mo-shuns*, the IV and the V. This race was run for unlimited class hydroplanes August 12 and was planned to give the Gold Cup racers a chance to show their speed over the longer course.

However, after the complete drubbing given visiting unlimiteds by the *Slo-mo*'s in the Gold Cup, the two Seattle craft had to go it alone—the race was made official by the entry of three limited class craft.

A new world's record for speedboats in competition, 111.472 mph for 10 nautical miles was established and will be in the American Power Boat Association's books — another leaf in the laurels of the *Slo-mo*'s gathered in the last year and a half.

The new record was set by *Slo-mo-shun IV*, the elder sister of the Sayres' *Slo-mo* family and it was Lou Fageol who was driving her. The record was made in the second heat.

The Seafair Trophy, however, goes to *Slo-mo-shun V* which, with designer Ted Jones at the wheel, won the first and third heats to add that trophy to the Sayres-Seattle Yacht Club collection.

*Slo-mo-shun IV*'s 111.742 mph was almost four miles an hour faster than the 107.394 mph set last September in Detroit by Miss Pepsi over the Silver Cup course.

*Slo-mo IV* beat her younger sister in the 10-mile second heat just 11 seconds, which meant that *Slo-mo-shun V* also exceeded that previous record. *Slo-mo IV* did her first lap of that record-breaking heat in 3 minutes, 6.8 seconds; *Slo-mo V* in 3:11.8. The 10-mile times were 6:11 and 6:22 respectively.

*Slo-mo V* won the first heat of the race after trailing *Slo-mo IV* most of the way. Lou Fageol in *Slo-mo IV* had to swing away wide on the last turn to avoid Chuck Hickling's *Snapper*, one of the smaller boats entered.

Jones in the *V*, taking that last turn slightly slower and sharper, was able to sneak past the *IV* and win.

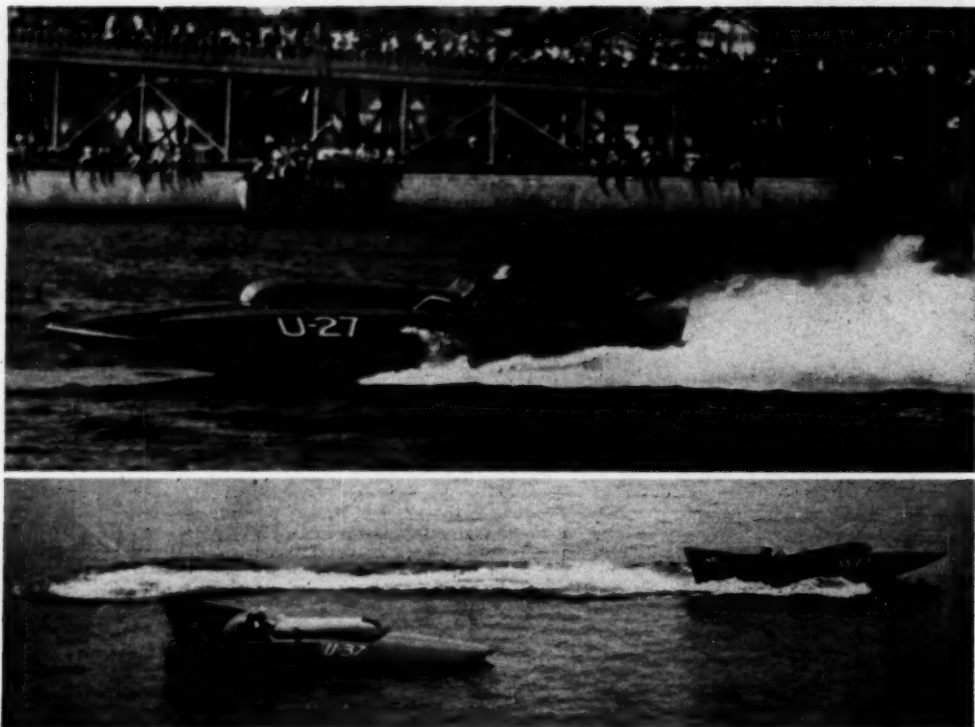
Despite the fact that the third heat was slower, it was the most sensational of all. They missed by only 2 seconds of having a perfect start. *Slo-mo IV* was on the outside and took the lead on that run to the southeast turn. She gained slightly on the turn. But on the run north—that long straightaway—*Slo-mo V* pulled up almost

## ON THE RECORD

### For Stanley Sayres'

#### *Slo-mo-shun IV* & *Slo-mo-shun V*

- AUG. 12,** *Slo-mo-shun V* wins '51 Seafair Trophy (30 nautical miles)  
**1951** *Slo-mo-shun IV* sets new 10-nautical mile competition record at 111.742 mph
- AUG. 4,** *Slo-mo-shun V* wins '51 Gold Cup  
**1951** And sets following records:  
Gold Cup Lap (3 mile) ..... 108.633 mph  
Gold Cup Heat (30 mile) ..... 91.766 mph  
Gold Cup Race (60 mile) ..... 90.881 mph
- SEPT. 2,** *Slo-mo-shun IV* wins Harmsworth Trophy (International)  
**1950** And sets following records:  
Harmsworth (80 naut. miles) ..... 95.623 mph  
Harmsworth Lap (5 naut. miles) ..... 102.676 mph  
Harmsworth Heat (40 naut. miles) ..... 100.181 mph
- JULY 22,** *Slo-mo-shun IV* wins '50 Gold Cup  
**1950** And sets record for:  
Gold Cup Race (90 miles) ..... 78.215 mph
- JUNE 26,** *Slo-mo-shun IV* sets World Straightaway Mark  
**1950** New record at 160.323 mph breaking Sir Malcom Campbell's 1939 record of 139 mph plus.



The SLO-MO-SHUNS in motion. Top, Lou Fageol in SLO-MO-SHUN IV takes the north turn turning the Seafair Trophy Race on Lake Washington August 12. The world's fastest boat established a new 10-nautical-mile race record of 111.742 mph. Below, the two Slo-mo's. The V, with designer Ted Jones at the controls, won the Seafair Trophy Race, taking the first and third heats.

even. Jones had to give way on the northeast turn and IV again was in front.

Swinging into the straightaway, V pulled up and they went past the starting barge nose-and-nose. Fageol got away faster out of the southeast turn, but Jones poured on the gas to V on the long straightaway and had Fageol by 200 feet when they hit the north turn. Jones held that edge to the finish line, where 7/10ths of a second separated them.

### Wiget Sets New World A Hydro Outboard Record

Bud Wiget of Concord, Calif., set a new world's record for Class A Hydro outboards on a measured mile course on Lake Washington, Seattle, August 7.

Wiget, driving the tiny Air Express, covered the mile at an average speed of 52.402 mph. He hit 52.151 on the south run and 52.654 on the return trip.

The old record, set in 1945 by Tom L. DeWitt on Salton Sea was 51.471 mph.

## Eddie Meyer Wins PMB Trophy and Coast Limited Championship

LIMITED HYDROPLANES held the spotlight in most of the racing competition provided on the Seafair bill-of-fair following running of the Gold Cup Race on Seattle's Lake Washington.

Eddie Meyer of West Hollywood, Calif., drove his 135-cubic-inch hydroplane to victory to gain the Pacific Coast free-for-all championship and the Pacific Motor Boat Trophy in the race run August 12. Driving the dynamic little *Avenger II*, Meyer repeated his win of the previous week when he took honors in his class in races run between heats of the Gold Cup Race.

*Avenger II* won the first and third heats in the Pacific Motor Boat Trophy Race, and was second in the second heat for a total of 1100 points.

*Teaser III*, driven by Jim Hutchinson of Vancouver, B.C., won the second heat, was second in the first and third heats. *Teaser III* gave the crowd quite a thrill when she caught fire as she pulled up to the judge's barge after winning the second heat. The blazing cowl was cleared of flames after Hutchinson calmly caught fire extinguishers and smothered the fire. He was able to start the motor a few minutes later, ran back to the pits and came out again to take second place in the third heat.

In the third spot for the Pacific Motor Trophy competition was *Snapper*, driven by Chuck Hickling of Seattle. *Snapper* placed third in all three heats.

Bud Wheelock of Seattle, driving *Baby Trimmer*, took two fourths. Placing last in the competition was



David E. Brier's *X* of Seattle, taking a fourth and fifth.

Time for the three heats was 4:45.6, 4:34 and 4:45.3.

The week preceding the Pacific Motor Boat Trophy Race for limited hydroplanes saw competition for 45-, 135- and 225-cubic-inch classes between heats of the Gold Cup Race.

In the 45-cubic-inch class, Louis Meyer, Jr., of Huntington Park, Calif., took two firsts to win over a field of five boats. Meyer drove his hot *Lou-Kay* at an average speed of 54.480 mph for the first heat and 54.512 for the second. The race was run three laps of 1 1/2 miles for 5-mile heats.

In second place in the 45-cubic-inch class was *Snuffy*, driven by Gillette O. Smith of El Monte, Calif., with a second and a third. Third place went to *Lil Joe*, driven by Arnold Wagstaff of Vancouver, Wash., with a third and a fifth place. Fourth place was taken by *Peggy*, driven by Victor Klette of Norwalk, Calif., taking a

second in the second heat after failing to finish the first round. *Mon Cherie*, driven by Robert Hale of Modesto, Calif., followed with a fourth and sixth place.

In the 135-cubic-inch class races, Eddie Meyer drove his *Avenger II* to a first and third positions to take the day's honors. He averaged 62.937 mph on the first heat.

Second place was taken by *Roy's Joy*, driven by Kenny Ingram of El Monte, Calif., with two seconds. George Mattucci of Oakland in *Blue Blazes II* failed to finish the first heat, but came through in the fastest time of the day to take first place in the second heat with an average speed of 65.910 mph.

*Teaser III*, James H. Hutchinson of Vancouver, B. C., placed fourth with a third and fourth place. He was followed by E. R. Roberts of Tampa, Fla., in *My Hobby*, with a fourth and fifth place.

Division I honors of the 225 com-

petition was taken by Roy Skaggs of Long Beach, Calif., driving *Mighty Chevron* for two firsts. His fastest time was 67.567 mph made in the first heat. He was followed by Bill Schuyler of Lompoc, Calif., driving *\$ Bill*.

Division II was won by *Restless II*, driven by Art Maynard of Long Beach, Calif., by virtue of two firsts. His best time was 67.593 mph made in the second heat. Following were *Fire Fly*, Elmer Enquist, Petaluma, Calif., a fourth and second; *Quiz Kid*, Dean McGinnis, Inglewood, Calif., two thirds; *Californian*, George Mattucci, Oakland, second in first heat, DNF in second heat; *Baby Trimmer*, Bud Wheelock, Seattle, DNF first heat, fourth in second heat.

## Californians Capture P.C. Outboard Honors

**C**ALIFORNIA drivers practically swept the water in the Pacific Coast Outboard Championships held on Lake Washington Sunday, August 5. Four Californians won in their divisions, an Arizonian won, so did a lad from Idaho. Washington winners were Snohomish's Pat Cummins with two wins and Spokane's Fay Ferris.

But the Californians ate up the place money—they paid 5-deep in each class.

A fleet of 140 boats competed during the day. Fifteen boats flipped over during an afternoon of eventful wave-hopping on a churned up race course on the site of the Gold Cup races of the day before. Three boats tossed their drivers, with one not being caught until it exhausted its gas supply.

Results in all classes follow:

**F Hydroplanes:** 1—Fay Ferris, Spokane; 2—Harold Ashby, Yuba City; 3—Tom Close, Spokane; 4—Alton Flanders, Vallejo; 5—Al Benson, Seattle.

**F Runabouts:** 1—Bob Gilliam, Boise; 2—Manuel Kacomp, Sacramento; 3—Curley Owens, Cobina, Calif.; 4—Eli Capella, Petaluma; 5—Howard Hancock, Portland.

**B Hydroplanes:** 1—Eddie Maroney, Phoenix; 2—Elgin Gates, Seattle; 3—Elmo Beluomini, Button Willow, Calif.; 4—Orlando Torigliani, Bakersfield; 5—Randolph Hubble, Alhambra, Calif.

**C Racing Runabouts:** 1—Pat Cummins, Snohomish; 2—Art Pierre, Coos Bay; 3—Buss Miller, Astoria, Calif.; 4—Leonard Gates, Ventura, Calif.; 5—Al Benson, Seattle.

**M Hydroplanes:** 1—Boots Morphy, Hollywood; 2—Ginetta Schuyler, Lompoc, Calif.; 3—Elgin Gates, Seattle; 4—Jack Leeb, Tacoma.

**A Hydroplanes:** 1—Orlando Torigliani, Bakersfield; 2—Elmo Beluomini, Button Willow, Calif.; 3—Jay Colcock, Seattle; 4—Art Loewer, Mukilteo; 5—Jim Corrie, Mukilteo.

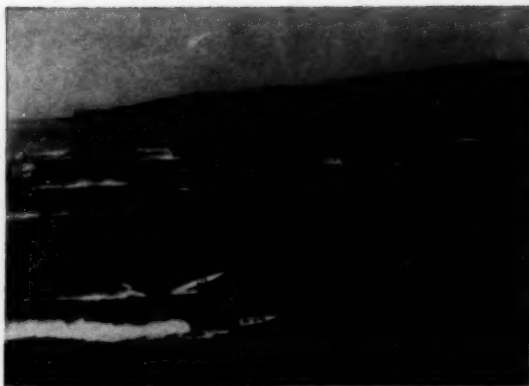
**C Service Hydroplane:** 1—Bud Wiget, Concord, Calif.; 2—Bill Rankin, Seattle; 3—Oliver Dupuis, Flaine, Montana; 4—Yorio Aoki Woodland, Calif.; 5—Glen Berk, Chico, Calif.

**C Service Runabouts:** 1—Larry Berk, Chico; 2—Bill Rankin, Seattle; 3—Leonard Gates, Ventura; 4—Henry Wagner, Fresno; 5—Manuel Cornakia, Bakersfield.

**C Hydroplanes:** 1—Pat Cummins, Snohomish; 2—Jim Kramie, Seattle; 3—Al Benson, Seattle; 4—Art Pierre, Coos Bay; 5—Wiget, Concord.



Pacific Motor Boat Trophy Race winner was the *AVENGER II*, a 135-cubic-inch hydroplane driven by diminutive Eddie Meyer of West Hollywood, California (top). Center left, Eddie Meyer, the Pacific Coast limited champion. To his right is Bud Wheelock of Seattle and his *BABY TRIMMER*. Below, left, is Jim Hutchinson of Vancouver, B. C., who provided the thrill of the day when he calmly put out an engine and cowering fire before the judge's stand in his *TEASER III* and then coming out to take second in the third heat of the P.M.B. Trophy competition. Below, right, Chuck Nickling of Seattle, whose *SNAPPER* placed third and who also ran against the big *Sio-me's* in the Seafair Trophy Race.



Outboards had their day, too. Left, start of the P-1 100-mile marathon around Mercer Island on Lake Washington. Right, Bob Jacobsen of Seattle, who won the marathon and followed this with wins in A and D Utility Classes in the Western Division Stock Utility Championships.

## Jacobsen Wins 100-Mile Marathon Race on Seattle's Lake Washington

SEATTLE'S Lake Washington was churned to a froth during the annual Seafair when the outboards staged the 100-mile marathon race around Mercer Island August 8. Emerging winner of the event, ran by 57 boats, was Bob Jacobsen of Seattle, who sent his Mercury-powered Utility job around the 94.5-mile course in 2 hours, 7 minutes, 45 seconds.

Jacobsen was followed in by another D Utility boat driven by Harold Tolford, Seattle, 17 seconds back. Four minutes back of Tolford was Ernie Sigler of Tacoma, another Class D driver.

The terrific speed of these Class D Utilities was the feature of the marathon.

Pat Cummins of Snohomish was fourth in, taking first place in the Unlimited Class. His time was 2 hours, 16 minutes, 3 seconds for the seven circuits of Mercer Island. Cummins' craft was Johnson powered.

First around the island was Al Benson of Seattle, driving his Unlimited Class boat to finish the first lap in 17 minutes, 10 seconds. Close on his heels was Elgin Gates, also in the Unlimited Class. Neither boat, however, finished the entire course.

There were terrific battles in the A, B and C Classes.

Bob Batie, Seattle, using a Mercury motor, nosed out Leonard Watson of Aberdeen in A Class, with Phillip True, another Aberdeen boy, close up.

Ray McKean of Troutdale, Ore.,

was on top all the way in B Class with his Mercury-powered boat. Clayton Shaw of Seattle was the full time leader in Class A. His boat was Johnson-powered.

Fifteen-year-old Jack Hansen of Seattle took the BU-2 Class with his

Elto-powered utility, the only driver to finish. Fred Nordby of Seattle took DU-2 honors driving a Johnson-powered boat. Ed Jones of Okanogan won the Class F race after tough competition. His boat was Evinrude-powered.

## Western Division Stock Utility Championships

THE Western Division Stock Utility Outboard Championships, held on Seattle's Lake Washington August 11 produced a double winner in Bob Jacobsen of Seattle.

Jacobsen, who took first place in the 100-mile outboard marathon August 8 on Lake Washington, topped both A and D Utility Classes in the Western Division Outboard fracas.

Rough water caused about ten craft to overturn. One driver, Bert Ross of Tacoma, who was pitched from his craft, swam after his circling hydroplane and managed to catch it. He regained control of the boat and finished sixth in the A Utility Class.

Leaders in each class:

C UTILITY—1. Clayton Shaw, Seattle; 2. George Calkins, Devil Lake, Ore.; George Oraves, Seattle.  
B UTILITY—1. Jerry Lamplin, Camas; 2. Ray McKean, Troutdale, Ore.; 3. Hugh Estrop, Seattle.  
D HYDRO—1. Russ Busley, Eugene; 2. Mark Trankey, Spokane; 3. Elgin Gates, Seattle.  
A UTILITY—1. Bob Jacobsen, Seattle; 2. Jerry Lamplin, Camas; 3. Al Wyman, Portland.

A UTILITY—1. Bob Jacobsen, Seattle; 2. Bob Batie, Seattle; 3. Al Luther, Hoquiam.  
A HYDRO—1. Bob Batie, Seattle; 2. Cliff Plagman, Albany, Ore.; 3. Lance Tuckett, Seattle.  
D HYDRO—1. Carl Bieher, Tacoma; 2. Harold Tolford, Seattle; 3. Jim Wurst, Richmond Beach.

### Inboard's Race at Victoria

Five thousand spectators lined the beach at Cordova Bay, near Victoria, to watch the speedboat races staged by the Victoria Inboard and Outboard Association, of which Bob Watson is commodore.

Among the principal contestants were George Hansen, Reg Jackson, Jim Hutchinson, Dick Meredith, Ben Burta of Vancouver; Jack Colcot and Chuck Hickling, Seattle; Gene Marriello, Trail, and Bob Watson, Ted Rigby, Harold Whitehead, George Baldwin, Fred Hull, Bob Watson, Tom Boy, Court Creasy and Charlie Mullin, Victoria.

# Harmsworth Challenge Due in '52;

## Vancouver Men Want To Build

**N**ORTHWEST waters will witness another great test of speed next year—this time for an international award—if present plans of a group of Vancouver, B. C., businessmen and power boat enthusiasts materialize.

*Pacific Motor Boat* is exclusively able to announce that plans for a Canadian challenger for the Harmsworth Trophy, now held by Stanley Sayres' famous *Slo-Mo-Shun IV*, are now on the designing board.

It is also reported that there will be two challengers for the British international speedboat award from California.

As the defender is entitled to name his own course, it is expected that Sayres will choose his home waters on Lake Washington as the scene for the proposed 1952 racing classic. It was there that his new *Slo-mo-shun V* won the Gold Cup from her sister ship *Slo-mo-shun IV*.

It was during the Lake Washington meeting that the Vancouver group first were inspired with the idea of challenging Sayres for the Harmsworth Trophy, which he had previously won—a distinction of special interest to Canadians since it was first offered for international competition by a Briton.

"We talked to Stan Sayres in Seattle and he thought it was a wonderful idea," one of the Vancouver men reported to *Pacific Motor Boat*. "We feel that the Pacific coast, as a result of the *Slo-mo-shun* triumphs, has become the center of speedboat racing. We want to do our part toward keeping it that way. The way we look at it is that the surest way of promoting interest in power boat racing is to develop international competition. In the past, Canada hasn't contributed much in the way of racing craft. But this looks like a good time to start, when the defender is just across the border 150 miles away."

At this stage in the negotiations it would be premature to name the Vancouver group interested in building a challenger for the Harmsworth Trophy, and the details are far from settled. However, it seems probable that the men who will finance the construction of the challenger and promote the Canadian preparations for the event will be figures already

well known in power boat and yachting circles in the Pacific Northwest—businessmen of ample resources who have spent a good deal of their time on boats.

For the next year's challenge race the demonstration at Vancouver by Sayres two speedsters *Slo-mo-shun IV* and *Slo-mo-shun V* on Sunday, September 3, was an effective build-up because it gave thousands of Vancouver people their first glimpse of big-time speedboat racing and whetted their appetite for more. The natural reaction of many of the Vancouver people was: "Why can't we have more of this right here with Canadian boats built in Canada?"

The group who made up their minds in Seattle to do something about filling this want had anticipated just such a reaction.

The Vancouver group intends to consult naval architects shortly with a view to deciding on a basic plan of construction. Whether or not a Van-

couver architect will be chosen has yet to be determined, and it will also be necessary to make a canvass of the boatbuilding facilities of the British Columbia city before an actual start can be made. It is realized that building craft of a type likely to set a new speed record is a highly specialized undertaking, and it may be necessary to go far afield for the right plan and the right man. Nevertheless, an effort will be made to have the challenger as truly representative of Canada as possible.

The British International Cup, or Harmsworth Trophy, has been in competition, although not on an annual basis, since 1903 when Alfred Harmsworth, later Lord Northcliffe, then publisher of the London Daily Mail, appropriated 10,000 pounds sterling for the purpose.

Among winners of the trophy prior to Stanley Sayres were Kaye Don of England, who held the award two successive years.

### Happy Relaxation for the Slo-mo-Shun "Family"

Pausing between heats of the Gold Cup races on Lake Washington August 4 were, from left, Ted Jones, driver of the *Slo-mo IV*; Stanley Sayres, owner of the two craft; Lou Fagool, who drove the *Slo-mo V* to record-setting victory. Fagool, who hails from Kent, Ohio, drove *SLO-MO-SHUN IV* in the following week's Seafair Trophy Race to a new 10-nautical-mile competition record of 111.742 mph. Ted Jones brought in the newer *Slo-mo V* to win two out of three heats and the Seafair Trophy. Seattle Times photo.





The real tussle of the big-boat fleet was fought out in the PC class. Shown moving into the lead at the start of the third race of the five-race series is Fred Smales' PAMLIN, eventual winner in the 11-boat fleet.

## "SEVEN DAYS OF GOOD FELLOWSHIP AND SAILING"

### 299-boat fleet participates in the combined Southern California-Pacific Coast Yachting Association Championships

**T**HIS was the twenty-seventh year of the Championships Regatta of the Southern California Yachting Association. As happens periodically when the Pacific Coast Yachting Association Championships are held in Southern California, the two groups merged to put on one enormous seven-day affair.

The massive 299-boat fleet racing in the four divisions (dinghy, small boat, large boat, cruiser) was not a record-breaker and the weather conditions weren't outstanding. But the efficiency and harmony of the affair was something that will be long remembered by everyone who participated. Warm, clear weather; heated competition in almost all classes, and a seven-day entertainment schedule replete with two dinner dances, a barbecue, a fashion show, a card party and several cocktail parties bore out everything that is inferred by an announcement inviting yachtsmen from all over the western states to share "seven days of good fellowship and sailing."

Host for the regatta was the Balboa Yacht Club, and flooding that club's facilities on August 4-5 were over 200 dinghies and small boats. On car tops, in trucks and on trailers, the gay-colored small-fry swept into Balboa Yacht Club's launching and small-boat area. For a day and a half they alternately jammed the lower reaches of Newport-Balboa Bay and the club facilities.

In numbers (and noise), the 27-boat fleet of 61-foot Naples Sabots were unequaled by any class in the regatta. While the large dinghy groups raced inside the bay, much of the small boat division (14 feet L. O. A. to 21 feet) raced over the ocean course off Newport. At the small boat and dinghy trophy presentation Sunday night, many names familiar to West Coast yachtsmen appeared among the hardware list of the 14 classes. Among them were: Fred Schenck in the Lehman dinks; Sid Exley in the National One Designs; Reed Scott of the Penguin class. Danny Elliott started off a big week

for himself by waltzing off with the Snipe championships—he went on to sail pop's California 32 cutter, *Escapade*, to a Pacific Coast Championship. In the bouncing, babbling Sabot class, little Jerry Thompson sailed his 6-foot *Tomahawk* so vociferously that he won all three races.

A batten-rattling wind and a sharp, steep chop greeted the 62 large boats Monday noon, August 6, in the ocean off Newport. In a twinkling, several masts were in the drink and from then on the race was a humdinger—a far cry from the light weather usually found off Newport during the summer. Tuesday the wind dropped to its norm of 5 to 10 miles and stayed that way the remainder of the week.

Over half of the weak large boat turnout were in three classes, the PC's, Rhodes and Luders 16's, each of which had 11 boats. The 10-meter's started out with three boats, ended up with Ken Schmidt's *Hilaria* and Don Barber's *Branta*. *Branta* beat the *Hilaria* in all five races.

Though Danny Elliott did a slick



job of sailing farther Walt's *Escapade* to a convincing victory in the California 32 class, all eyes were on Walter Franz' beautiful black-hulled *Andale*. The boat, built for Franz by the South Coast Co. of Newport Beach, did very well to take second place against such veterans as Don Douglas in *Altamar* and Murray's *Atorrante*. She has a genoa jib that made the winch-tuggers' eyes pop out like champagne corks...

Paul and George Kettenburg played hob with two of the classes that the Kettenburg Boat Works have worked hard to build up. While Paul was showing his transom to a five-boat fleet of K-38's (including H. Erickson's *Ensenada* Race winner, *Scandia*), brother George was kicking the PCC, *Eulalie*, around the offshore course in such fine style that he won in that class by 2-3/4 points.

But if you wanted to get into the kind of racing that keeps you in a sweat until the finish of the last race, you had to have a PC, a Rhodes 33 or a Luder 16.

The 11-boat PC series was one of those ding-dong double-barrel dillies that has everyone in the fleet counting noses fore and aft until the last pop of the finish gun. Fred Smales and his *Pamlin* with a crew of two girls and a guy, came from behind to beat Kenneth Watt's *Puff*. Watts, then tied on a point basis with Dr. Thompson's *Happy Days*, dropped to third place on a three-out-of-five race decision by the committee.

In the equally large Rhodes class, Tommy Thomas sailed Dr. L. C. Lowe's *Nimbus* right past George Fleitz' redoubtable (San Francisco Challenge Trophy, Balboa Challenge Trophy, etc.) *Hanahuli* as though he had never heard of the guy. Fleitz, 4-1/2 points back, nabbed second place.

With the Luders, things weren't quite so nerve-racking. Keith Herbert from the Los Angeles Yacht Club started out in nice shape and



Cliff Chapman, right, commodore of the Southern California Yachting Association, presents the Walter Franz Perpetual Luders 16 trophy to Keith Herbert. Bob Collins, left, sailed his *JOSEPHINE V* for second place in the 11-boat group.

stayed there for five days. Though he was never very far ahead on a point basis, he was likewise never behind and wound up the regatta with his *Little Lulu* 3/4 points ahead of Bob Collins' *Josephine V*.

A not-so-good turnout of cruisers had a two-race predicted log cruise. Though Larry McDowell's *Vera Lee II* won the Isham Perpetual Trophy in the trek to the regatta from Long Beach, Wilson Ferris' *Lucky Lady* won the two-day Donaldson Trophy race off the Southern California coast.

In winding up the seven-day event, a sincere and very hearty round of applause was given Bob Boyd, regatta chairman from Balboa Yacht Club, Cliff Chapman, Commodore of the Southern California Yachting Association and Dr. Ed. Reisen, Commodore of the Pacific Coast Yachting Association. To these men and the dozen or more who assisted them goes the credit for one of the most efficiently run Championship regattas held in the southland.

Emerging from the regatta were the following Pacific Coast champions in their respective classes:

#### DINGHY AND SMALL BOAT

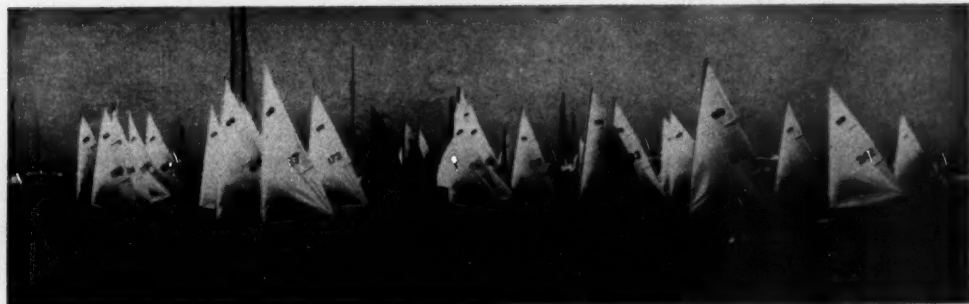
Sabote: Tomahawk, Jerry Thompson, ABYC  
South Coast 10's: Chansymen, George Cartright Jr.  
P-14: Lacey, Leo Hambrook, BYC  
Penguins: Jamie, Reed Scott, ABYC  
Rainbows: Ni Tot, Steve Malbollen, ABYC  
Fireflies: Yamp's, Herb Worcester, ABYC  
Lehman: Fictus, Fred Scheuch, NHYC  
Seabirds: Bessan, Tom Frost, NHYC  
Skimmers: Little Mias, Dick Lineberger, ABYC  
Mercury, Louie, Chet Wheeler, CYC  
Thistle: N Route, George Coffin III, NHYC  
National One Design: Glamour Girl, Sid Exley, ABYC  
Snipes: Birdie Bucher, Danny Elliott, NHYC  
Lightnings: Relampo, Harold Eyston, CRYC  
118's: Mischief II, Marion Carlisle, SCYC  
Falcans: Aahy Nantky, Dolly Newport, NHYC  
International 14's: Exterminator, Paul A. Ferrier, Windward YC  
Stars: North Star II, Lowell North, SDYC

#### LARGE BOAT DIVISION

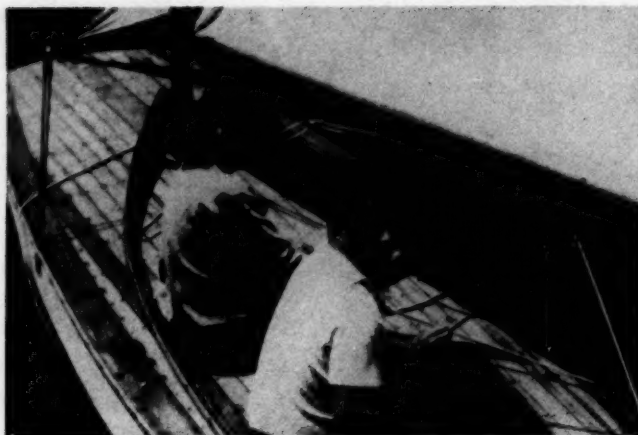
10 Meter: Branta, Dr. Don Barber, LAYC  
Ocean Racing: Coronado, Bob Herman, CYC  
Arbitrary Handicap: Transat, Don Davidson  
PCC: Eulalie, George Kettenburg, SDYC  
California 32: Escapade, Danny Elliott, NHYC  
K-38: Tomboy, Paul Kettenburg, SDYC  
Island Clipper: Consejo, Ken Davis, NHYC  
Rhodes 33: Nimbus, Tommy Thomas, NHYC  
PC: Pamlin, Fred Smales, BYC  
Luders: Little Lulu, Keith Herbert, LAYC  
Albatross: Kela, Dr. A. Laubersheimer, NHYC

#### CRUISER

Lucky Lady, Wilson Ferris  
Vera Lee II, Larry McDowell, LBYC



The 27-boat fleet of 6-foot Sabot dinghies comprised the largest single class of boats racing in the combined Pacific Coast Championship regatta. Jerry Thompson and his *TOMAHAWK* won the class honors.



A busy and successful couple were Dick and Shirley Lineberger who, with their 16-foot Skimmer, *LITTLE MISS*, won the Pacific Coast championship in their class at Balboa and a week later journeyed to Los Angeles Yacht Club to beat a hot 11-boat fleet to lay claim to the National Skimmer championships as well. They represent the Alamitos Bay Yacht Club in Long Beach, California.

## Austin Peeples Repeats as World Flattie Champion

**T**HE 1951 World Championships of the International Flattie Yacht Racing Association were held in Avila Bay, near the famous old mission town of San Luis Obispo de Tolosa, California, with San Luis Yacht Club as host, August 12-18.

Emerging champion for the second year in succession and retaining the L. E. Geary Trophy was Austin Peeples of the Los Angeles Harbor Flattie Fleet in his *Stormy*. Crewing was Sammy White. Peeples was pressed closely by Morse Johnson's *Lucky*, Earl Anderson, crewing, from Seattle's Laurelhurst fleet. Third in final standings was *Twinkle II*, Earl B. Hayward and Fred Hayward of the Santa Barbara fleet.

A good variety of courses, averaging a little better than six miles, twice around, were provided for the five races of the series. The first race was a windward-leeward with *Lucky*, Morse Johnson, skipper, taking the lead at the start and keeping it to win in one hour and 49 minutes. *Twinkle II* was second and *Urchin*, Stan Ruble, also of Laurelhurst, third.

The second race had more wind and *Stormy*, with Champion Peeples at the helm came whaling home ahead of the fleet in one hour and 15 minutes. *Gamboler*, Ira Rohland, Los Angeles Harbor fleet, was second. *Twinkle II* came in third.

Thursday's race brought a new

winner in *Gamboler*. *Lucky* was second and *Stormy* third.

*Stormy* came through on the following day with another first, with *Small Kraft*, Ken Kraft, skipper, *Laurelhurst* second, and *Urchin*, third.

The final race clinched the championship for *Stormy*, followed by *Lucky* and *Twinkle II*.

Point total for the series were: *Stormy*, 61½; *Lucky*, 59½; *Twinkle II*, 52; *Urchin*, 52; *Gamboler*, 51½. The tie for third was raced for and won by the *Urchin*, which left *Twinkle II* in fourth place and Ira Rohland in *Gamboler* in fifth place.

Following were *Lorelei*, Howard O'Daniels, San Luis; *Small Kraft*, Ken Kraft and K. Greenbaum, *Laurelhurst*; *Diablito*, Ray Kieding and Bob Kieding, Santa Barbara; *Sigame*, Jack S. Elliott and John Williams, Portland; *Citation*, E. Glen McLaughlin, Santa Barbara; *Pizie*, Lynn McBeth, San Luis; *Thor*, Denny Thorlakson and Jeff Ewell, *Laurelhurst*; *Challenger*, Vaughan Wright, San Luis, and *Loafer*, Hugh Van Allen and Jim Hansen, Portland.

Special series winner was *Skua*, skippered by Chester L. Ward of Santa Barbara. Ladies race was won by Esten Peeples in *Stormy*. The Crews race was won by Earl Anderson in *Lucky*.

At the annual meeting of the Inter-

national Flattie Yacht Racing Association officers for the new year were chosen as follows: Commodore, Jack Elliott, Portland fleet; Vice-commodore, Ira Rohland, Los Angeles Harbor fleet; Rear-commodore, Homer Hamlin, San Luis fleet; C. Frederick Harley, Seattle, secretary-treasurer; Fred Wm. Grotjohn, Jr., of the Seattle fleet and Austin Peeples, were chosen director for three years; L. P. Gallagher of the Laurelhurst fleet, director, one year. Holdover directors are Robert J. Cullen, English Bay fleet, Vancouver, B. C. and Kenneth Kraft, *Laurelhurst*.

The race committee was composed of Commodore Robert L. Woolf of San Luis Yacht Club, chairman; C. Frederick Harley, Harold Wilkinson, Lee Parsons and Bruce Varner.

## Harry Pidgeon at 82, Again World-Cruise Bound

Harry Pidgeon, with 82 fun-filled years behind him, is as inveterate a sailing-cruising man as ever went on the water. Along with his wife Margaret he launched in early August his new 26-foot yawl *Lakemba*.

The *Lakemba* was launched at the California Yacht Anchorage in San Pedro and it was christened with carbonated water—the Pidgeons are teetotalers.

The name of the boat comes from one of the Fiji islands. Harry has done a lot of world cruising and spent a lot of time down in the islands. He has had several voyages of about three years each. In 1947 he lost his yawl in a hurricane and came close to losing his life.

Currently the Pidgeons plan a cruise to Hawaii, just for a little shakedown sail for the boat. Then they may strike out for their third world cruise. More than 500 spectators from the Blue Water Club showed up for the launching and brought along a handsome purse for buying outfitting items for the cruise.

## Stephens Bros. New Clipper DEBIT Is Credit

Stephens Brothers, of Stockton, Pacific Coast boatbuilders of renown, have built a new 38-foot Farallone Clipper, *Debit*, for their own use.

The hull is varnished mahogany, with the bottom painted white. The galley features stainless steel and has a large ice box, the top of which serves as galley work table. She becomes a member of the Sausalito Yacht Harbor fleet.



Start of the first heat of the 135's at Long Beach, when 14 boats crossed the line to the signal of Starter Don Stearns' white flag.

## Inboards Roar on Long Beach's "Lanky Lagoon"

**R**ACING before an estimated crowd of 15,000 at famed marine stadium, Long Beach, the Southern California Speedboat Club staged its final 1951 inboard regatta on Labor Day. It was an afternoon of terrific competition and thrills which always feature speedboat racing in this narrow, tidal lagoon.

Two national championships were run: Division II, 225s, won by Elmer Enguist, Petaluma, with *Firefly*; and Crackerbox runabout class, taken by the racing baker, Ed Olsen, Long Beach, with *Cream Puff Too*. Dr. Louis J. Novotny, Los Angeles, just back from Baltimore, after retaining

his PODH national title with *Cherub II*, retired the Williams perpetual three times.

Rich Hallett "unveiled" a new 225 speedster of his own design in the sleek *I'm In*, which showed terrific speed on the straighaways, taking second to *Firefly* in Division II championship. Hallett hoped for new world records later at Salton Sea with his newest hydro.

The 135s provided the most competition, 14 roaring across the starting line in the first heat to create a dangerous hazard at the first turn, with all boats lost in a smother of

spray. Skaggs emerged in front with *Skalawags*, followed by Morlan Visel, Los Angeles, in *Little Joe II*, and Kenny Ingram, El Monte, in Roy Emmert's *Roy's Joy*. The overall was taken by *Roy's Joy*, *Skalawags* and *Little Joe II* in that order.

Undoubtedly the star of the day was Ed Olsen. In Class E. Racing, Runabouts, coming into the home stretch turn first time around in the initial heat, Olsen flipped his *Honey Bee Too*. Driver and boat were hauled out and then began a race against time to completely recondition the boat for the final heat. To give the racing team a chance to do this, other



At the Long Beach inboard regatta. (1) Left to right, Morlan Visel, Roy Skaggs and Burney Edwards. Skaggs took second in the 135 class in his *SKALAWAGS* and drove Edwards' *MIGHTY CHEVRON* to victory in Division I of the 225 races. Visel, owner of the unlimited *HURRICANE IV*, drove *LITTLE JOE II*, a 135-cubic-inch hydroplane. (2) Kenny Ingram drove Roy Emmert's *ROY'S JOY* to victory in the 135-cubic-inch class. (3) Dr. Louis J. Novotny, national PODH champion, retired the Williams trophy. (4) Rich Hallett, foreground, and his newest creation, a 225-cubic-inch craft, *I'M IN*.

drivers consented to place the event last on the program.

*Honey Bee Too* was ready when the gun sounded, and Olsen then staged a terrific battle with Paul Terhaggen, Lynwood, driving *Donald Duck*, and took second.

The growing midget hydros, the 48 cu. in. class, started off the afternoon program, the finals going to Victor Klette, Norwalk, in *Peggy*, followed by Louis Meyer, Jr., Huntington Park, *Lou-Kay*, and *Little Jim II*, owned by Fred Hubbard, Long Beach, and driven by Glenn Miller.

Elmer Cravener, Novotny's perennial "enemy" in the PODH class, with *Pudgy*, almost spoiled Doc's chances of retiring the Williams trophy. After trailing *Cherub II* in the first heat, Elmer nipped the national champion rounding the initial turn of the second heat, and held on all the way around five laps. However, on a time basis for both heats, Novotny took the race.

Officials for the regatta, sponsored by the North Long Beach 20-30 Club, were: Chairman, Tommy Rhompson; timer, Tom Silvernail; starter, Don Steans; referee, Kent Hitchcock; measurer, Kenny Ingram; chief scorer, Ruth Patrick; pit manager, Al Thornhill; registration secretary, Carol Carter, Bill Collins, Jr., handled the public address system in his usual capable manner.

#### Results:

48 Cu. In. Hydroplanes: Victor Klette, *Peggy*; Louis Meyer, Jr., *Lou-Kay*; Fred Hubbard, *Little Jim II*.

Pacific One-Design Hydroplanes: Dr. L. J. Novotny, *Cherub II*; Elmer Cravener, *Pudgy*; Foster Patti, *Sweet Pea*, (driven by James Carter).

Division 11, 223 Cu. In. Hydroplanes: (National Championships): Elmer Engquist, *Forty*; Rich Hallett, *I'm In*; Harry Vorbaner, *San Diego*, *Bull Pup*.

Division 1, 22 1/2 Cu. In. Hydroplanes: (National Championships): Roy Skaggs, *Long Beach*, *The Duckster*; Bill Schuyler, *Louisa*, *4-Ball*.

Class E, Racing Runabouts: Paul Terhaggen, *Donald Duck*; Ed Olson, *Honey Bee Too*; Bill Brown, *Passada*, *Prox-E*.

135 Cu. In. Hydroplanes: Roy Emmert, *Roy's Joy* (Kenay Ingram); Roy Skaggs, *Shalowsags*; Morlan Vial, *Little Joe II*.

Crackerbox Runabout Class: (National Championships): Ed Olson, *Cream Puff Too*; Robert Patterson, *Van Nuys*, *Hot Cinders*; Ed Brown, *Carmichael*, *Rooney Baby*.

in C-86, *Miss Shooting Star II*, was second. In this race the five entries, including Bob Hawley, *No-Mo-Shun*, C-248; Howard Newton, C-312 and Marshall Eldredge, *Lil Chief*, C-292, ran identical heats as to finishing positions.

In F-Racing Hydros, Bert Ball, with C-84, *Dibs* took the overall, finishing first and second. George Peake, in C-258, *The Thing*, did the same in reverse, Ball taking it all by four seconds.

Curley Owens, in C-210, *Starlite*, a new boat built by his brother, was an easy winner in F-Racing Runabout, both heats. The pit boys said he wasn't asking more than two-thirds of his Evinrude-460's power. Kenneth Burnham, C-81 *Empty Umph*, was second of six starters.

*Skipper*, C-123, toolied by Ed Wilson finished first and second, two heats of C-Racing Runabouts, but the excitement in this was a collision on the very first turn between Lewis Morphy in C-96, *Shooting Star*, and Russ Hill Jr., in C-172, *Long Lad*, which put Russ out of action and the racing committee into a huddle on Hill's protest.

Marshall Eldridge, Jr., got a DNF on his first try in C-Racing Hydros, being lead-footed for the motor in his C-34, *Pumper* after leading the field of seven. He landed in second in the final heat. Bob Jackson, in C-252, *Over Easy* landed in the winner's circle. Results:

M-Hydro: Boots Morphy, *Miss Shooting Star*; George Steiner, *Miss Shooting Star II*; Bob Hawley, *No-Mo-Shun*.

A-Hydros: Elmo Belluomini, C-72, *Farmer Boy*; Johnny Maddox, C-70, *Hasty Baby*; Orlando Torigiani, C-1, *Cotton Kid*.

B-Hydros: Elmo Belluomini, *Farmer Boy*; Bill Bauman, C-346, *Risky*; Marshall Eldredge, *Pumper*.

C-Service Hydro: Johnny Drake, C-69, *Lil Drake*; Roy Gates, C-134, *Little Jim*; Garry Garrison, C-122, *Mr. G*.

C-Racing Hydro: Bob Jackson, *Over Easy*; Johnny Bauman, C-246; Emmet Ries, C-52, *Taffy II*.

F-Racing Hydro: Bert Ball, *Dibs*; George Peake, *The Thing*; Emmet Ries, *Taffy II*.

C-Service Runabout: Henry Wagner, C-290, *Static*; Leonard Gates, C-168, *Miss Arlene*; Roy Gates, C-151, *Miss Ventura*.

C-Racing Runabout: Ed Wilson, *Skipper*; Warren Painter, C-24, *Nix*; Leonard Gates, *Miss Arlene*.

F-Racing Runabout: Oomp fah fah; Curley Owens, *Starlite*; Dave Spies, C-190, *Lido Kid*.

## Southern California Regional Outboard Championships

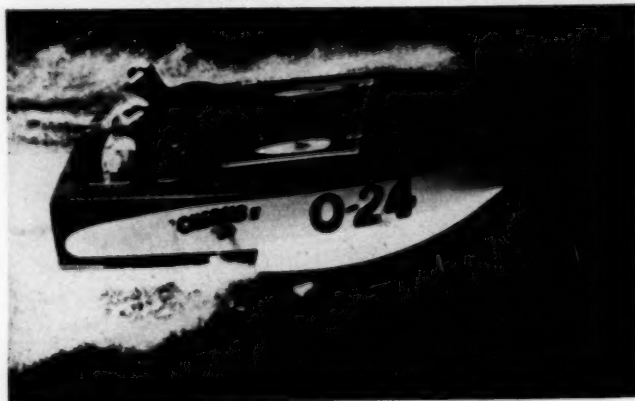
**F**ORTY-SIX racing outboards participated in the Southern California regional championships, August 12, at Marine Stadium, Long Beach. The number was considerably cut because of large attendance of racing outboards at Seattle from Southern California.

Sponsored by the Los Angeles Speedboat Association, the meet drew a good-sized crowd of spectators who witnessed some thrilling races.

Boots Morphy with her C-98, *Miss Shooting Star*, ran away with the M-Hydro, as expected. George Steiner

### Novotny Wins National Title

Dr. Louis J. Novotny, Los Angeles, national title holder in PODH (Pacific One-Design Hydroplane), won both heats in that class, at the Star Spangled Banner regatta, Rock Creek, Baltimore, Md., August 26. The 41-year doctor had substantial leads in each race with his famed *CHERUB II*, as he retained his title. He is a member of the Southern California Speedboat Club, and former commodore.







Forty-two cruisers were heading out from the starting line when this picture was taken near the Balboa Bay entrance channel.

## Some Sight!

# 42 Cruisers Competing For Albacore

**W**ITH the Pacific Anglers as host club, the 1951 edition of the Inter-Club Albacore Tournament got under way July 21. All that day, Saturday, and all day Sunday nearly 140 deep-sea poles were tugged, jerked and coaxed as the seven participating clubs sought the ever elusive Albacore.

The 42 cruisers (five boats and one alternate from each of the clubs) ranged far afield in their quest, some traveling up to 50 miles on each of the days. In that the fleet started from the Balboa Bay entrance channel bell buoy at eight in the morning and lines had to be pulled at three in the afternoon, that is doing a lot of churning!

"Fishin' was only fair-to-middlin'" piped one of the pole-holders, but to all appearances a record-breaking good time was had by all hands. A dinner party was held Sunday night at the Balboa Bay Club (home of the Pacific Anglers) at which time tournament winners were announced.

Pacific Anglers, host club for 1951, reported the final results of the two days fishing. Number one club is

the Tuna Club (Avalon) with a total of 524 pounds, 2-1/2 ounces and a point total of 87.30.

Second high club is Light Tackle

Marlin with 505 pounds and 14 ounces for 84.28 points. Third was Balboa Angling Club with 485 pounds, 6-1/2 ounces and 80.88 points. Other clubs finished in the following order: So. Cal. Tuna Club, Newport Harbor Yacht Club, Pacific Anglers and L. A. Rod and Reel Club.

The high boat for the tourney was *Gladys II*, with 276 pounds, 5 ounces of Albacore; the second high with 246 pounds, 9 ounces was *Paules*; third boat, *Blue Chip*, 150 pounds, 4-1/2 ounces. Other boats in order of finish among the first eight were *Trallah*, *Waterboy*, *Seven Strand*, *Nibs II* and *Jimlyn II*.

On the first day, the high anglers were, in order, Art Macrate, Bill Macrate and a tie for third between Harold Woods and Earl Lundhiogh. The second day highs brought out in the lead, Frank Sawyer, Les Callahan and H. B. Stewart.

Frank Sawyer's 119 pounds, 8 ounces of Albacore made him high angler for the tourney. Milton Pate caught the largest fish at 25 pounds, 7 ounces.



Dr. V. R. Hoover (left) and Art Hall beam happily as they display their catch from the stern of Hall's *TRALLAH* (Art Hall spelled backwards).

## The Small Craft In Bay Area Are Defense-Ready

**F**ORMATION of a Bay Area Civil Defense Small Craft Rescue Group for waterborne operation in the event of an emergency, has been announced by Admiral A. G. Cook, Director of the San Francisco Disaster Council and Corps.

The group, composed of power and sail pleasure craft, commercial tug and barge equipment, commercial fishing vessels and the sport fishing fleet, would be pressed into action following an enemy attack or other disaster for rescue of persons from Bay Area piers and waterfront areas.

Although formation of the group was initiated by the San Francisco Disaster Corps, headed by Mayor Elmer E. Robinson, Commander, Colonel Fred M. Fogle, local Civil Defense transportation coordinator, emphasized the need of organization of this new defense transportation segment on a nine-county regional basis.

"The resources of San Francisco Bay and the rivers in craft are exceptional," Colonel Fogle said. "The number of yacht and similar clubs, which have offered organized fleets for emergency relief, exceed 30. This unselfish and public spirited program could save untold lives during the early hours of a disaster."

The Coast Guard auxiliary organization of power vessels which patrolled the Bay during World War II is working in close coordination with the new effort and after the military needs of that organization are met,

will, in time of emergency, throw its entire resources into the rescue operation, Colonel Fogle said.

Many vessels of the pleasure boat group and the fishing fleet have two-way radio equipment, it was pointed out.

Yacht club commodores, fleet captains, port captains, harbor masters, crews and Sea Scouts all will have functions under the overall plan and will be enrolled as rapidly as possible.

Individual identification cards, vessel registration and insignia and a Civil Defense flag will be issued.

Many prominent Bay Area sportsmen and industrial leaders in harbor and deepsea craft already are taking part in the planning of the new group.

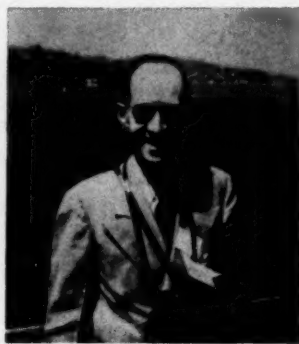
Directors are Collis Hutsell and E. J. Dollard of San Francisco, Richard Queirolo, Oakland and H. G. Stevens, Piedmont.

Members of the Administrative Staff are: Lt. Comdr. J. F. Hettrich, Coast Guard Auxiliary; Burton Adams, Medical; Jack Edwards, Pacific Inter Club Yacht Association; Dan Bohne, Commercial Fishermen; Tom Plant Jr., California Marine Parks and Harbors; Wanda Squires, Publicity; Edward Hopkins, Northern California Power Cruisers Association; W. J. Williams, Sport Fishers; Tom Crowley, Tugs and Barges; Clarence Burchett, Communications; V. F. Herbert, Police; Lt. A. L. Finnegan, Fire, and Don Seaton, Yacht Racing Association.

Members of the Water Rescue are the yacht club commodores; Arthur W. Ford, St. Francis; Dr. Elmer Layton, Oakland; Fred Cutter, Berkeley; Douglas Boswith, Richmond, and Henry Bauman, Sausalito, and Al

Eastell of the Small Boat Racing Association.

Commodores and Fleet Captains of the many other clubs in the Bay Area will be named as speedily as they can be incorporated into the new organization, Colonel Fogle said.



Francis D. Cary, Jr., who came out from upper Wisconsin just to see the Gold Cup and allied boating events at Seattle.

## Class B Stock Utilities In First Ocean Race

Stock utility outboards took to ocean racing for the first time in Southern California when, on Labor Day, eight craft, all powered with 10-hp Mercury motors, raced from Santa Barbara to Carpinteria and return, a round trip of 20 miles, on a three-lap event, a total of 60 miles.

Winner was Chuck Van Dyke of Yuma, who also came the closest to his qualifying time. To qualify, through a qualifying race before the "marathon," each outboard had to chalk up a speed of 25 miles or over, wide open.

In second place was Don Beck, Santa Barbara, who was also in charge of the ocean event and who is secretary-treasurer of the Channel City Powerboat Club, which sponsored the race. In third place was Ted Ellenwood of Santa Barbara and in fourth place another Yuma entrant, Pat Davidson.

There were eight entrants, all Class B, in this experimental stock utility event. There were no flips although the outboard had to contend with long ground swells. The course was inside the kelp line.

Van Dyke's speed was 33.25 mph and in placing second, Beck lost by only a few seconds. Trophies were given for first six places.

Paul Grim is commodore of the Channel City Powerboat Club, Cecil Loomis is vice commodore. The club has a membership of more than 30.



Standing, left to right: Admiral A. G. Cook, USN Ret'd., Director of the San Francisco Civil Defense Council & Corps; Richard Queirolo, staff; Ed Dollard, staff; M. G. Stevens, President of PICYA, North California; and Col. Fred M. Fogle, USA Ret'd., Civil Defense Transportation Coordinator. Seated, Comdr. Collis Hutsell, USNR, Director of the Small Craft Rescue Group.

## 38-Foot Chris-Craft Flying Bridge Cruiser

**S**HOWN here is the new 38-foot Chris-Craft flying bridge cruiser. It is offered with flying bridge controls as shown, dual controls as optional, or as a double cabin enclosed cruiser with deckhouse controls only.

This new model sleeps six persons in three staterooms. The forward stateroom has two spring constructed berths, wardrobe, built in seat with cushion, port lights and deck hatch. The interior is finished in off-white. Adjacent is the forward toilet compartment located on the port side.

On the starboard side is the ships galley. It is complete with ice box, stove, dish locker, sink and locker space for food storage and utensils.

The deckhouse is a step up and features a carpeted floor and a Simmons Hide-A-Bed which converts into a double bed. The interior is finished in genuine blond African Korina, varnished in satin-tone. Venetian blinds are standard and provide privacy when the deckhouse is used for sleeping accommodations. The windshields are ventilating type, also desired ventilation can be controlled through port and starboard sliding doors and windows. All openings except windshields are monel screened. Included as standard equipment on this model is a companionway leading from the deckhouse up to the flying bridge.

The owners stateroom is aft and features twin beds, large wardrobe and dresser, carpeted floor and adjacent toilet compartment. It is finished



The new 38-foot Chris-Craft Flying Bridge Cruiser.

ished in off-white enamel with mahogany trim. A shower bath with hot and cold pressure water system is offered as optional.

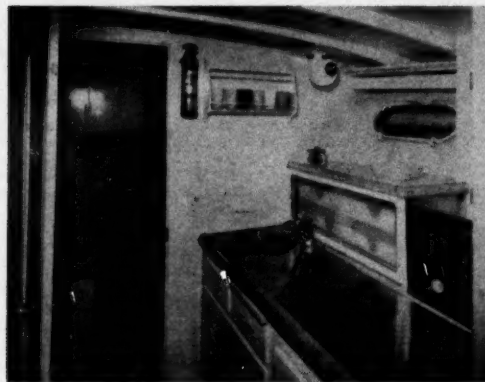
Through a sliding door aft, one may go up into the aft cockpit. It has port and starboard folding steps, two scuppers with overboard drains, a flush hatch with fuel and water tanks below, also dunnage space. Steps on the port side take you up to the bridge deck. Here the ships controls are located. Flying bridge equipment includes ventilating windshield, bridge deck seats and a convenient companionway to deckhouse with door and hatch. A folding canvas top and dual controls for deckhouse are offered as optional extras for the flying bridge model. Power options are twin 130 or 145-hp engines. Top speed is approximately 26 mph. Fuel capacity is 190 gallons and fresh water capacity is 40 gallons.

### VENTURA Sold

Ventura, a 70-foot diesel auxiliary ketch (ex-Charmer, ex-Seamar) has been purchased by Walter W. Lytle of San Francisco, from C. H. Ewing of San Diego. The boat is now in Sausalito Yacht Harbor where she is undergoing rig modernization at the hands of Myron Spaulding. Ewing has purchased the *Osa Negra*, a 48-foot Stephens.

### "K-Thanga" Gets GM Diesels

K-Thanga, a 90-foot former yacht the navy took over and operated during the war, was being repowered at Newport Beach last month by her owner, Dr. L. D. Marr. Two original diesels were taken out to be replaced by a pair of General Motors Model 671, with MG-175, 3-to-1 reduction gears.



Interior views of the 38-foot Chris-Craft Flying Bridge Cruiser. Left, the galley, complete with ice box, stove, dish locker, sink and locker space. Right, the deckhouse features carpeted floor and Simmons settee which converts to double bed. The finish is blond African Korina.

# PACIFIC MOTOR BOAT

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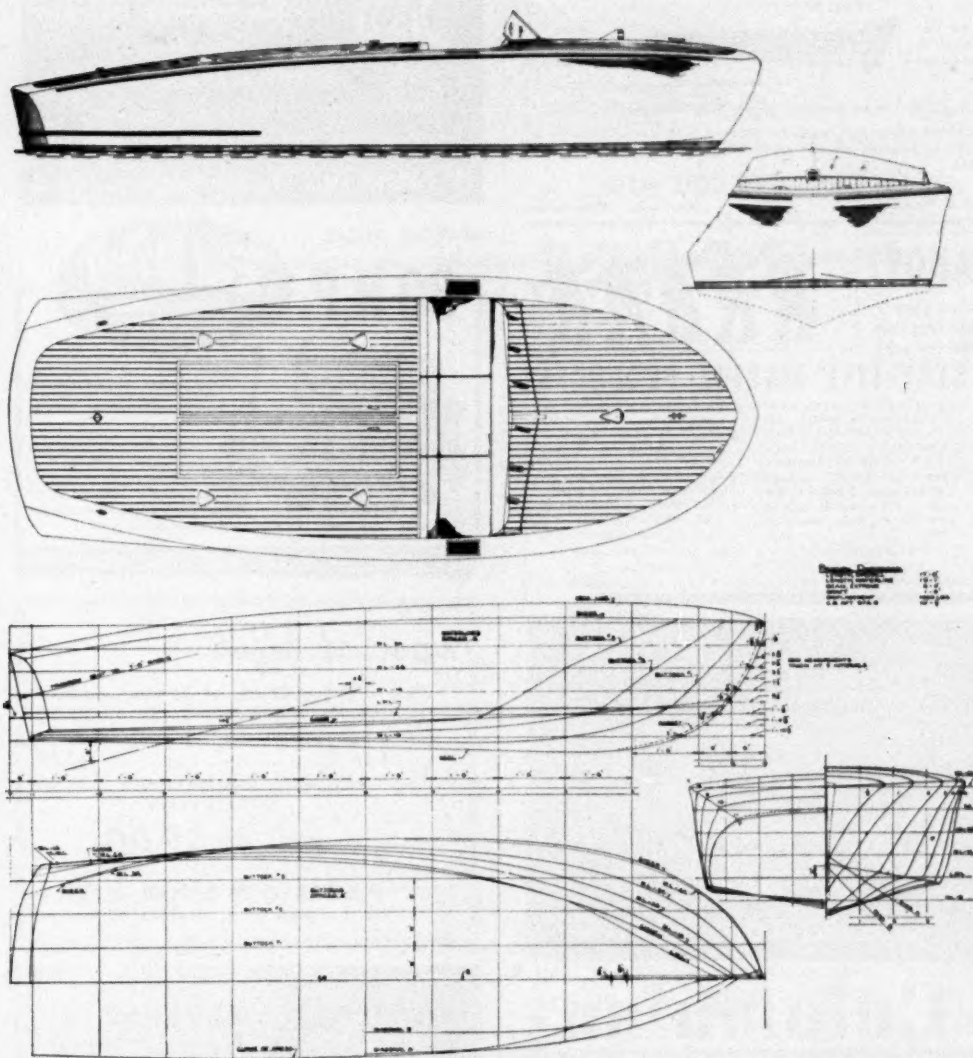
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# Racy 17-Foot Runabout



**J**OHAN BRANDLMAYR, Vancouver, B. C., naval architect has designed the runabout shown on this page to fulfill a request for a striking looking craft with extreme flare and racy lines, as well as being capable of high speeds.

Principal dimensions are as follows:

Length overall, 17 feet.

Length, waterline, 15 feet, 7 inches.

Beam, extreme, 6 feet, 3 inches.

Draft, 1 foot, 8 inches.

Displacement, 1900 pounds.

The hull is completely decked with the exception of a single seat.

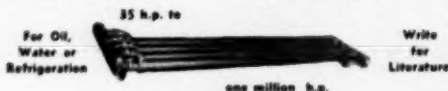
Normal construction procedure was followed with sawn frames at 18 inches o.c. and 1/2-inch mahogany planking.

Power in the original boat is a Mercury V-8. Another hull built to these plans was powered with a 60-hp Jeep engine and arranged as an open utility model.

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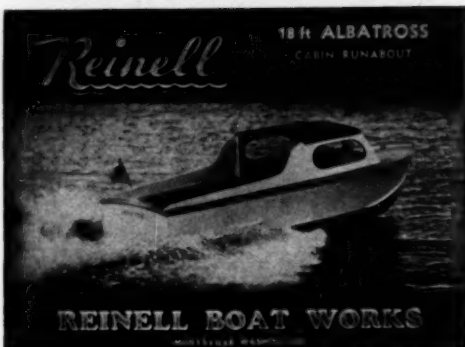
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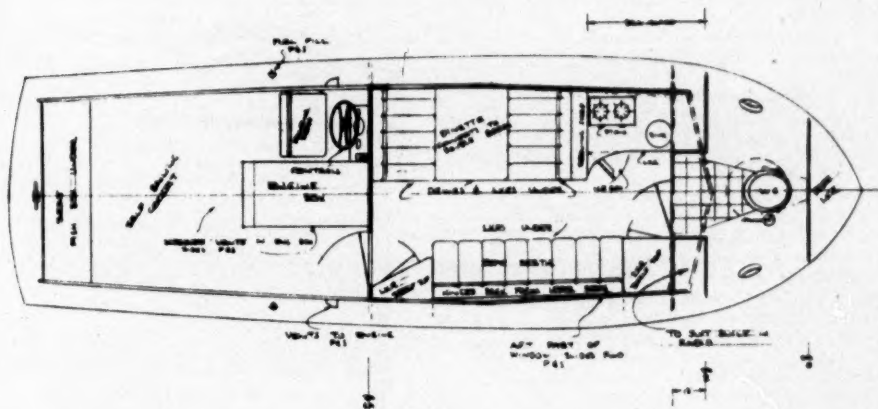
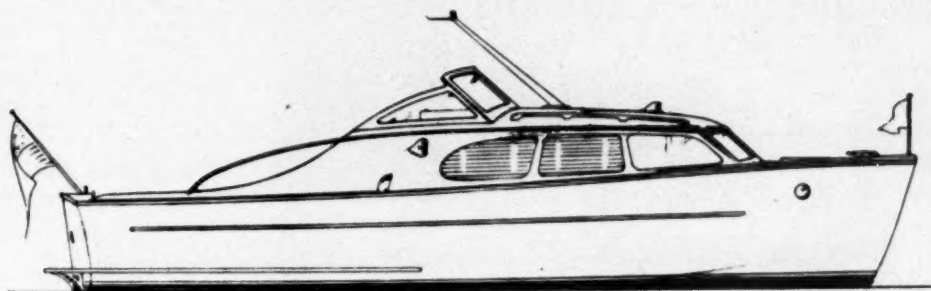
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# 27-Foot Sportfishing Cruiser



A smart little express cruiser is shown in the accompanying drawings from the boards of Edwin Monk-Lorne Garden, Seattle naval architects.

The cruiser is V-bottom, 27 feet in length and 8 feet, 6 inches in beam. The boat was designed for S. N. Olmsted of Seattle, who will build it for his own use as a sportfishing cruiser on Puget Sound waters.

Interior arrangement plan was done to Olmsted's specifications. The cruiser sleeps four — two on the dinette which converts to a berth and two on the starboard seat which has a hinged back forming an upper berth.

The galley will have an alcohol stove, stainless steel sink, and ice box under the drainboard.

Controls are on the flying bridge, which will have a folding canvas top (not shown on the drawing). A

metal-lined fish box will be built under the aft seat.

Power will be a 6-cylinder marine engine of 100 to 150 hp with 1.5-to-1 reduction gear. Top speed, depending on power installed, will be from 16 to 24 mph and cruising speed from 12 to 18 mph.

The keel for the craft will be 2 $\frac{3}{4}$ -inch fir. Main frames will be sawn  $\frac{7}{8}$ -inch mahogany, while interior frames will be bent oak,  $\frac{3}{4}$  by 1 inch.

Topsides planking will be  $\frac{3}{4}$ -inch vertical grain red cedar with wedge seams; bottom planking will be 13/16-inch Alaska cedar. Deck will be  $\frac{3}{4}$ -inch, 5-ply marine plywood. Cabin-sides will be mahogany.

## "Monsoon" In Rescue

John R. West, owner of the 105-foot yacht *Monsoon* and co-owner of

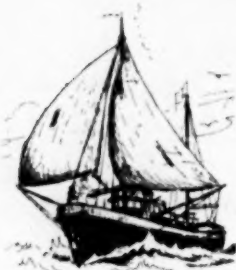
the West-Marquis advertising agency, rescued seven persons August 4 from a disabled motor boat midway between the mainland and Santa Catalina Island.

Crew aboard the *Monsoon* sighted the disabled boat about 12 miles east of Avalon, floundering in choppy seas. Those rescued were Mr. and Mrs. John O'Neal, Los Angeles; T. J. Lynch, Glendale; Mr. and Mrs. R. F. Bliss and Mr. and Mrs. Virgil Bliss, Huntington Park. The *Monsoon* towed the disabled craft to port.

## Home on the Brig

Near Sausalito Shipbuilding Co., the Capt. John Quinn family—Capt. John and his wife—are now living aboard the old brig *Galilee*. They formerly used her as a weekend spot and have now made it a permanent home.

# 58-Foot Diesel Boat for Offshore Cruising



**D**ESIGNED for rugged offshore cruising service is this 58-foot diesel boat from the boards of William Garden, Seattle naval architect.

The vessel will be built soon, probably in a California yard, for G. A. Mitchell of Pasadena, California. Mitchell plans to use the long-range cruiser for sportfishing trips off the Mexican coast and other far-flung waters.

It is not often that a sportfishing boat can be compared to commercial craft, but it is true in the case of this boat. It will be able to range for tremendous distances at a cruising speed of 9 knots due to her fuel oil capacity—3000 gallons in wing tanks and 800 gallons in a fuel tank aft.

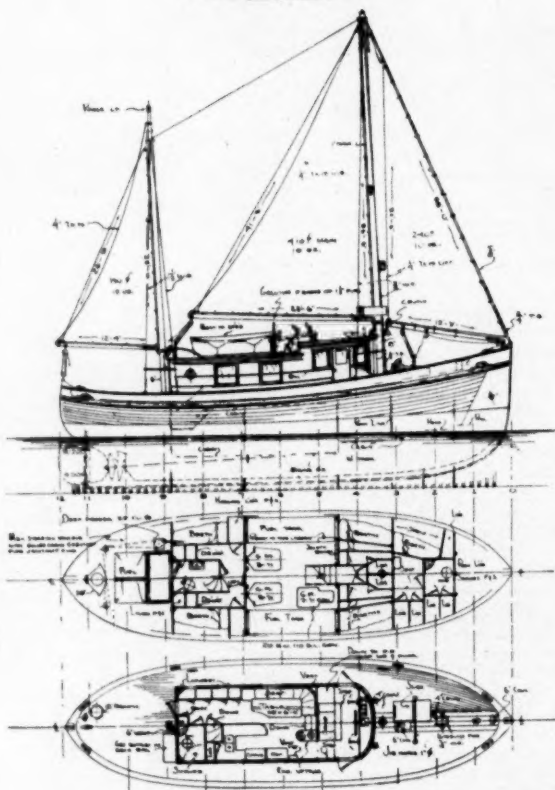
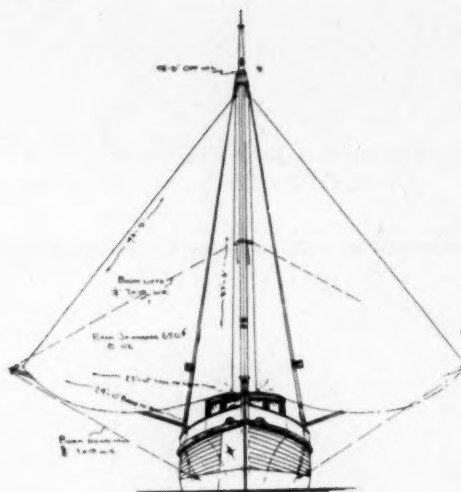
An unusual feature of the boat is her auxiliary sailing rig. Twin spinners are set for long passages when the wind is aft. The spinnaker layout is shown in the bow-on drawing. Conventional ketch rigging is also used.

Principal dimensions of the cruiser are: length overall, 58 feet; length at waterline, 55 feet, 6 inches; beam 16 feet, 6 inches, and draft, 6 feet, 6 inches.

Accommodations include the double owners' stateroom aft, two staterooms and crews' quarters forward. Dining salon, galley and lounge are on deck.

The vessel is twin-screwed, equipped with twin 3-cylinder, 3-71 General Motors diesel engines which turn 34-inch propellers. A General Motors 2-71 diesel engine is used for generator purposes.

Note that the vessel as shown on the accompanying drawings is in light trim, with approximately one-quarter of her fuel and water aboard.





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Fig. 241  
 Sealed Beam Type, Operates from Dash.



Fig. 595

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## New CG 40-Footers On Duty



**N**EW high speed Coast Guard patrol craft have made their appearance this summer in most of the important Pacific Coast ports. The boats, 40-footers, are used primarily for port security duty—"anti-sabotage"—and also are being utilized for boarding duty, inspection and other numerous Coast Guard functions.

Boatmen will recognize these patrol craft by their trim lines, small house and long roomy working cockpit aft. These craft were designed and built by the Coast Guard yard at Curtis Bay, Maryland and are a rather startling change from the standard 38-foot and 50-foot patrol boats which have long been the workhorses of the Coast Guard small craft fleet.

For main power plants the boats have two powerful General Motors diesel engines turning twin screws. With this ample power the 40-footers step right along. Seattle Coast Guard officers are quoted as saying that the new boats will do well over 20 knots with a high degree of maneuverability. A small Sheppard diesel provides power for charging batteries and for other electrical equipment aboard.

The vessels are equipped for harbor rescue work and are equipped with radio-telephone for direct contact with shore stations and other vessels working in the area where operations are being carried on.

It is interesting to note that the Coast Guard has made use of both wood and steel in the construction of these craft with some of the more recent boats now being built of steel. A novel construction feature in a boat of this size is the self-bailing cockpit and a cellular arrangement under the cockpit so built that in case of accident the vessel will continue to operate.

Engines are mounted about amidships with the main control station just forward of this point, and on deck.

When *Pacific Motor Boat* viewed these new craft on runs in Elliot Bay late this summer these fine new craft turned out a fast, seaworthy performance.

## Good Boat Equipment Is Worth It!

**T**HE Coast Guard's 13th District Headquarters in Seattle reports a total of 408 calls for assistance answered by the Coast Guard's land, sea and air units in Washington and Oregon July 1, 1951 through August.

The calls involved 823 persons in emergencies on the sea, in coastal areas, and in the mountain districts.

In these rescue and emergency operations Coast Guard equipment employed included a helicopter, planes, small harbor craft, seagoing patrol boats, Coast Guard Cutters, and automotive equipment.

All types of operations were involved from major marine casualties to helicopter rescue pick-ups at isolated inland areas.

Property valued at a staggering total of \$4,371,487.00 was saved or protected in the maritime assists, but the total of 20 lives lost in marine and

coastal casualties is even more telling.

In too many of these cases, it was pointed out by the Coast Guard, poor equipment and insufficient knowledge of boat handling were the direct causes of the accidents.

Such reports as compass failure, clogged gas lines, and inability to cope with broaching in heavy seas emphasize that a dangerous majority of calls for Coast Guard assistance could have been avoided and that many lives were needlessly imperiled for lack of intelligent preparation and operation of marine equipment.

## Columbia River Paper Read at Gearhart Meeting

The Pacific Northwest Section, The Society of Naval Architects and Marine Engineers, staged their fifth annual meeting at Gearhart, Oregon, August 24-26. S. K. Smith, principal surveyor, American Bureau of Shipping, was Section chairman.

Highlights of the meeting were the presentation of papers and the following technical discussion. Papers read were: "Rebuilding Broken Liberty Ship *Valeri Chkalov*" by David M. McNeill, general superintendent, Pacific Drydock Company, Ltd., Vancouver, B. C.; "Fast Water Navigation on Our Upper Columbia River" by Philip C. Mitchell, president, Columbia River Barge Company, Pasco, Washington, and "The M. V. *Indian*, Her Modernization" by Carl J. Nordstrom, Seattle naval architect.

McNeill's paper was read by Robert G. Zener, general manager, Seattle Division, Todd Drydock Corporation.

Comment on Mitchell's paper were headed by L. R. Hussa, president, Albina Engine & Machine Works, Portland, who amplified the discussion with description of navigation difficulties on the upper Columbia River.

Entertainment included fishing trips and a golf tournament.

Joseph M. Haughley, manager, T. B. Cook Engine Co., Portland, stands beside two engines which were sold the same day. Contrasting are the 10,650-pound, 260-hp Buda diesel and, in the foreground, the new Kermath "See Pup," a 5-hp engine weighing but 80 pounds.



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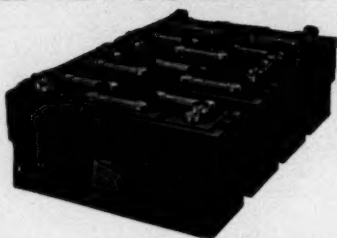
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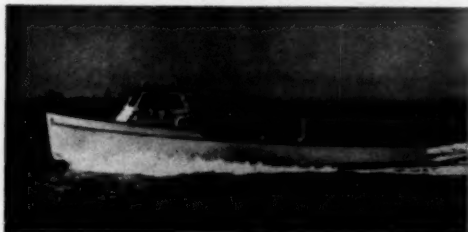
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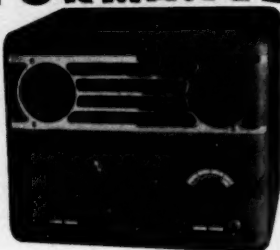
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## Added Safety For Vancouver Island's Rocky Shores

**V**ANCOUVER Island's rocky and treacherous west coast received an important addition to its protection facilities when a new 36-foot specially designed lifeboat, was delivered from the builders, Chantier Marine, St. Laurent, Que.

The vessel was designed by Milne, Gilmore & German, naval architects of Montreal and Vancouver, B. C. It is a self-righting craft developed from experience gained by the U. S. Coast Guard. Powered with a 110-hp General Motors diesel, it will be equipped with direction finder and radiotelephone so that it will be able to maintain communication with the shore station at Bamfield while on patrol.

Cost of this modern lifeboat was \$28,000. The keel is of solid bronze, as are the rudder post and rubbing rails.

In general appearance the vessel bears scant resemblance to the regular boat-deck lifeboat, the bow being totally inclosed by a hood on which are mounted hand rails for the safety of crew members. The engine space is also inclosed.

The boat will be a companion to a somewhat similar, but less elaborately equipped, lifeboat which now ranges out of Tofino, 50 miles north of Bamfield, where a cable station is

**This GM - powered lifeboat has keel, rudder post and rubbing rails all of solid bronze.**



located. Each boat has a crew of eight men. John Logvinoff, who commanded the Tofino boat last year and covered more than 3000 miles and spent 483 hours at sea, took charge of the new boat at Victoria and was to sail it under its own power to Bamfield.

The two lifeboats on the island's west coast will be integrated with the air and sea rescue fleet maintained by the United States and Canada in the north Pacific. Each vessel is

capable of taking fishing vessels or small tugboats in tow as well as rescuing seamen in difficulties.

The Tofino-Bamfield area faces the open Pacific and has been the scene of many wrecks of large and small craft during past years. The lifeboat service, inaugurated there many years ago, although with much more primitive craft than are now patrolling the sea in that vicinity, has been the means of saving many lives and ships.



Two of 25 Nordberg-powered 33-foot gillnetters built this year by Sterling Shipyards, Ltd., for British Columbia fishermen. Hulls of these craft are of mahogany. The KENWORTH is owned by Ted Routh of Nemu and the SEAWAY by Tom Moran of Vancouver.

## Still Sounding the Cross-Sound Bridge

Experts are working on a site for a cross-sound bridge and the kind of a bridge it should be. Emphasis of study is for bridging from the general vicinity of West Seattle to Vashon Island and then across to the mainland; and another choice of Richmond Beach to Bainbridge Island and over to the mainland.

With Charles E. Andrew, consulting engineer for the Washington Toll Bridge Authority, are working Ralph Smillie, New York, underwater tube authority; John Parcel, St. Louis; and Ralph Tudor, San Francisco.

When the site has been picked, the type of bridge will also be paramount and may include several combinations of floating bridge, underwater tube and suspension. Months of field research have gone on and the final decisions will require voluminous additional detail study.

## Chrysler Majestic In "Speed King"

Inspection of a new Chrysler Majestic engine in the SPEED KING is made by A. N. "Gus" Walker, left, manager for Chrysler engine sales and service division of the Engine Sales & Service Co., Terminal Island. SPEED KING, operated from Marm's Landing, Newport Beach, fishes Albacore daily or for charter during the summer longfin season. Reduction is 3.17-to-1. The SPEED KING is also equipped with Chrysler's Hydraulic Control and the engine is fresh-water cooled. Other Chrysler installations out of Terminal Island include a Royal on the EVAC, operated by Howard Miller; on the NIKITA; and twin Crown jobs on the 40-foot Mathews, BETSY LOU and on the PLAYMATE, an Elio cruiser.



## Allen Copper Coil Has New Heat Exchanger

Allen Copper Coil Manufacturing of Seattle is introducing to the marine trade a new single tube unit heat exchanger, which is claimed will achieve great savings in space requirements, weight, cost and installation labor and time.

Units are two inches in diameter and are made in 4, 8, 12, 16 and 20-foot lengths. Starting at 35 hp, they can be supplied as large as needed.



Water is supplied at a low velocity with a smaller pump than is normally used.

Free oxygen, due to turbulence is reduced to a minimum. If action occurs from free oxygen it is in a header connection and not in the heat exchanger. Should a unit fail it can be replaced in a matter of minutes or the failing tube can be blocked off and operation continued by using the balance of units.

Should a larger engine be installed, it would mean only the adding of more units to cooling equipment instead the cost of removal of the old heat exchanger and installation of a

new one. The headers are so designed that they can easily be added on to for the purpose of increasing capacity.

Allen Unit Heat Exchangers can be used for engine cooling, oil cooling and for the transfer of heat from any liquid or steam to another liquid. They are also ideal for use as refrigeration condensers and are made of steel for those refrigerants that would affect copper.

The sportfishing boat *Tuna*, out of Half Moon Bay, Calif., has been equipped at the Gardner Boat Works with a Model DR9 Bendix Depth Recorder, purchased from West Coast Engine & Equipment Co., Berkeley.

Edward Hancock, Vice-president and General Manager of Steelcraft, Inc., West Haven, Conn. is back on the job and regaining his old steam after a very serious illness. Pacific Motor Boat visited Mr. Hancock in September and found him enthusiastic for boating's future. His many friends on the coast will remember him for his prominent part in the old Gar Wood boat firm.

## Ship-to-Shore Radio-Telephone Channel Changed

In order to avoid conflict with international radio regulations approved at the Atlantic City Conference in 1947, the Pacific Coast ship-to-shore radiotelephone channel has been changed from 2182 KC to 2015 KC, according to announcement by Northwest Telephone Co., subsidiary of British Columbia Telephone Co., Vancouver.

The international table of frequency allocations specify 2182 as distress and calling frequency for maritime mobile service, and this channel will not be available for ordinary commercial use after March 31, 1952.

To determine the date when the new channel should take effect a conference was to be held in Vancouver between representatives of the telephone company, fishermen, tugboat operators and equipment companies on September 6. It seemed probable that a date would be agreed upon several months in advance of the deadline at the end of next March.

Officials of Northwest Telephone Co. advise Pacific Motor Boat that various areas have gradually dropped the 2182 channel in conformity with the new regulations, the Great Lakes having done so some time ago. The Pacific Coast is the last to fall in line, and one reason for the delay has been the fact that the channel for radio-telephone contact was used more extensively in this area than anywhere else.

Vessels with R-T operating from 1605 kc to 2580 kc must be equipped to make use of the new distress frequency. At present, distress and calling frequency for fishboats is 1630 kc.

New licenses are to be issued to vessels with medium-frequency equipment when the changeover takes place. Frequencies will be assigned as follows:

Ship-to-shore, simplex operation, 1630 kc; Northwest Telephone Co., Vancouver, 2015 and 2142 kc; Northwest Telephone Co., Prince Rupert, 2166 kc; distress and calling, 2182 kc.

Inter-ship channels: fishboats, 2318; others, 2366, shared with U. S. 2638 and 2738.

At the top of the band, 5555 will continue as NWT general channel, Vancouver and Prince Rupert.

Tom Cefalu, San Francisco, is re-powering his hook and line boat with a GM Model 3061-A diesel engine purchased from Shoreline Diesel Maintenance Co., Fisherman's Wharf, San Francisco.

## Phil Lewis Boat Sales...

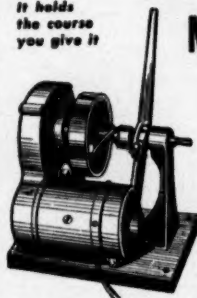
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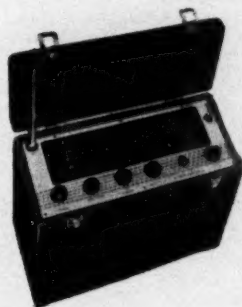
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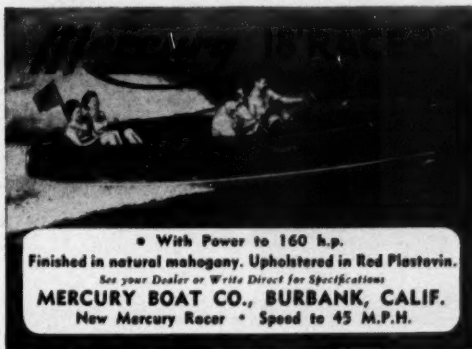
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Bilge pumps, Navy bulkhead type, brass, 1½ outlet, new.....	13.00
Tiller cable, 6 x 19 5/16" 1½c per ft.; 6 x 12 x 7/16" per ft.....	.21
Chrysler Royal, new, 9-1, \$200 spare parts, all for.....	800.00
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Compass, liquid, 4" new.....	25.00

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Quent Williams 12 D St., SW Phone 1575J Auburn, Wn.







Arthur E. Farr, above, becomes general manager and chief engineer of the Marine Div. of Northwest Marine Iron Works at Portland, Ore. E. W. Godfrey will be marine superintendent. Both men are well known in Northwest and Seattle ship repair activities.

~ ~

### Cummins In New Vancouver Quarters

Cummins Diesel Sales of B. C., Ltd., have become established in new quarters in Vancouver, B. C., at 1490 East Georgia Street. Eventually the company will have floor space there totalling 16,800 square feet.

The new Cummins building provides drive-throughs for trucks and adequate space outside. The firm will continue its service of loaning complete units, such as fuel pumps, injectors, and water pumps, to customers to allow continued use of engines while minor repairs are being made.

F. P. (Fred) Clark became distributor of Cummins diesel engines in British Columbia in 1940, bring-

ing to this business a wealth of experience in the truck logging business. He was one of the pioneers in the use of pneumatic tires on logging trucks.

Indicative of the industry's acceptance of Cummins diesel engines in the logging and marine field is the fact that more than 3000 units are in operation in British Columbia today, the power range being from 50 to 550 hp. The company has sub-dealers in Prince Rupert, Penticton, Nelson, Cranbrook and Prince George.

In addition to Fred Clark as president, officers of the company are George Clark, secretary-treasurer and manager, and Fred Clark Jr., as director.

### D. E. Erickson New NC Marine Acting Manager

Resignation of L. O. Johnson as manager of its NC Marine Division, effective August 1, has been announced by Northern Commercial Company. D. E. Erickson was named acting manager. He has been with the company since 1948 when Northern Commercial acquired the distributorship for Caterpillar Marine Diesels in Western Washington, and set up the NC Marine Division with dockside shops on Lake Union, Seattle.

Erickson, variously known as "Eric" or "Eldon" to people in the fishing fleet and marine industries, achieved unusual recognition last year within the Caterpillar organization by finishing second in a nationwide competition on engine sales. Before coming to NC Marine, Erickson was production manager for Olsen & Winge Marine Works. He is married, has two children.



Armond A. Hauser, sales manager, Kiekhaefer Corp., Fond Du Lac, Wis., makers of Mercury Outboard Motors. Hauser was busy viewing the Seafair outboard races on Lake Washington when the picture was taken.

~ ~

### Tacoma Boat Builds Again After Big Fire

Fire destroyed the big plant of the Tacoma Boat Building Co., Tacoma, August 24, but before the end of that month work was under way again on contracts and construction.

The enterprise and energy which made the company a foremost builder of fishing vessels and defense craft was tripled in intensity as it set about rebuilding the plant and replacing the moulds and patterns from which ships and machinery are built.

Arne Strom and Haldor Dahl, owners of the yard, estimated the loss at \$1,000,000 in round figures. The property was adequately insured, but replacement cost will probably exceed the loss estimate by 50%.

One tuna clipper, 60 percent complete, was lost on the ways. Another, the *Comet*, was gotten away from the outfitting dock without damage. She is being completed at the Pacific Boat Building Co., a subsidiary of the Tacoma Boat Building Co.

Firemen were still quenching the last smouldering fires in the yard when lumber orders were placed for rebuilding the destroyed clipper. All contracts and commitments will be carried out in full, and with the least possible delay. The company has the facilities of the Pacific yard available, and will use them to the fullest while the burned plant is being rebuilt.

Beside its boat-building activities, the company is an important supplier of deck machinery for fishing vessels. Its machine shop will be rebuilt along with the shipyard and the manufacture of its Northern line of deck gear resumed immediately.



Snapped by PACIFIC MOTOR BOAT at the San Francisco offices of Submarine Signal Co. Division, Raytheon Manufacturing Co.—L to R—James J. Tynan, sales manager, Raytheon Mfg. Co., Waltham, Mass.; Victor Battani, San Francisco District service manager; E. J. Rome, San Francisco district sales manager; and Thomas J. Kelly, service manager, Raytheon Mfg. Co., Waltham, Mass. Messrs. Tynan and Kelly were on the last lap of a national tour of Raytheon District offices. They reported, that despite shortages of essential materials, business was good.

## INDEX TO ADVERTISERS

Albina Engine & Machine Works	7	Harbor Marine Supply, Inc.	36	Pan American Radio Corp.	36
Allen Copper Coil Mfg. Co.	32	Hiller, Paul W.	42	Perkins Marine Lamp & Hdwe. Co.	36
Auto Engine Works, Inc.	32	Howell, Walter C.	44	Portable Light Co.	32
		Hunt Perry Mfg. Cl. H. R.	41	Puritan Cordage Mills	6
Bellingham Marine Supply Co.	38	International Paint Co.	5	Radiomarine Corp.	3
Brandmayr, John	44	Jules Engine & Eqt. Co.	44	Rapp Co., John O.	41
Bryan's Marina	10	Kuhls, H. B. Prod.	8	Raytheon Manufacturing Co.	8
Carlisle & Finch Co.	35	Lambie Propeller Co.	35	Red Wing Motor Co.	32
Champion Spark Plug Co.	1	Lewis Boat Sales, Phil.	41	Reinell Boat Works	32
Chris-Craft Corp., Marine Engines	9	Marina Mart, Inc.	41	Scripps Motor Co.	6
Chrysler Corp.		Mercury Boat Co.	41	Shepherd Diesel Marine	2
Outside Back Cover		Metal Marine Pilot	41	Simmerer, E. R.	44
Colberg Boat Works	36	Michigan Wheel Co.	35	Smith, Chas. E.	44
Columbian Bronze Corp.	32	Moffitt, Inc., Lucian Q.	2	Smith, Robert A.	44
DeFever, Arthur	44	Monk, Edwin	46	Sperry Gyroscope Co.	6
Dole, W. H.	44	Morris, Inc.	41	Standard Oil Co. of Calif.	
Fallows & Stewart	38	National Supply Co., Engine Div.		Inside Back Cover	
Fletcher Bay Boat Works	35	Norgaard & Assoc., L. C.	44	Stay-Tite Products Co.	32
Freeman's, Doc	42			Strickland, Frank E.	44
Freeman, Wood	41			Sunde & d'Evers	36
Freemont Electric Co.	38			Tacoma Marine Supply Co.	38
Garden, William	44			Thomson Machine Works	36
Geary, L. E.	44			Universal Motor Co.	35
Hall-Young Co.	36			Wilson Co., Ken	9
Hanson, H. C.	44			Wix Cooler Co. Inc.	8
Harbor Boat Building Co.	35			Woolsey Paint & Color Co., C. A.	6

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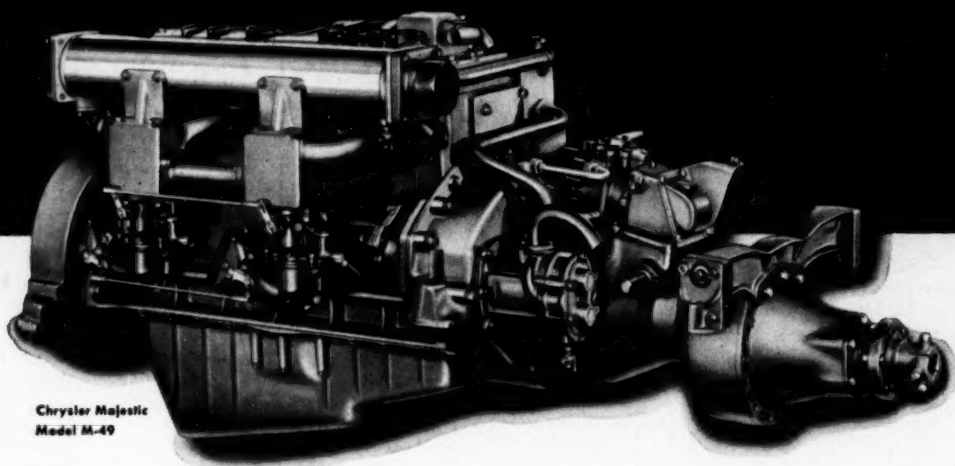
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